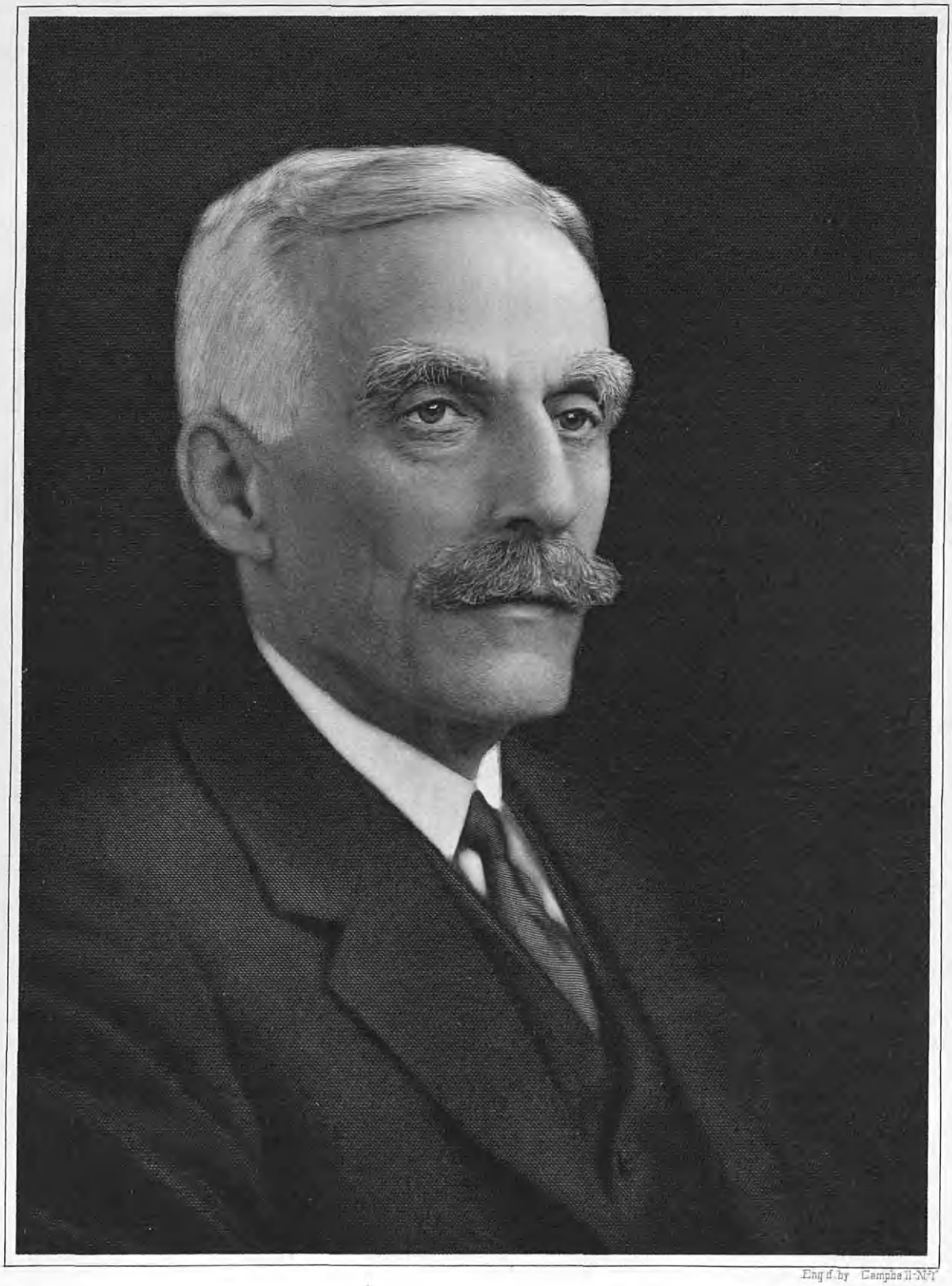

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AMERICAN BIOGRAPHY

A NEW CYCLOPEDIA

Compiled Under the Editorial Supervision of

A NOTABLE ADVISORY BOARD

ILLUSTRATED

GENEALOGICAL SOCIETY
OF UTAH
14776
Nov. 1931

VOLUME XXVIII

Ref 920.973 E19a v.28

US/CAN 973 D36e v.28

Published under the Direction of
THE AMERICAN HISTORICAL SOCIETY, Inc.
New York
1927

R4A1 vol. 28

BIOGRAPHICAL

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Lincoln Ellsworth.

Nome, Alaska, 15 May 1926.

ENCYCLOPEDIA OF BIOGRAPHY

ELLSWORTH, Lincoln,

Civil Engineer and Explorer.

The "call of the wild" awakes a response from something deep in the heart of every man. To all comes the lilting yet deep-toned diapason of adventure—but to few is it given to heed that call. That few are a clean-limbed, "star-eyed" lot; living great adventure, they march across the world—"gentlemen unafraid"—willing to go and do and dare; willing to pay the supreme sacrifice if necessary. They have their great moments in life, so who are we to be feeling sorry for them?

"The gull shall whistle in his wake, the blind wave break in fire,
He shall fulfil God's utmost will, unknowing his desire.
And he shall see old planets change and alien stars arise,
And give the gale his seaworn sail in shadow of new skies.
Strong lust of gear shall drive him forth and hunger arm his hand,
To win his food from the desert rude, his pittance from the sand.
His neighbours' smoke shall vex his eyes, their voices break his rest,
He shall go forth till south is north, sullen and dispossessed.
He shall desire loneliness and his desire shall bring,
Hard on his heels, a thousand wheels, a People and a King.
He shall come back on his own track, and by his scarce-cooled camp
There shall he meet the roaring street, the derrick and the stamp:
There he shall blaze a nation's ways with hatchet and with brand,
Till on his last-won wilderness an Empire's outposts stand." —*Kipling.*

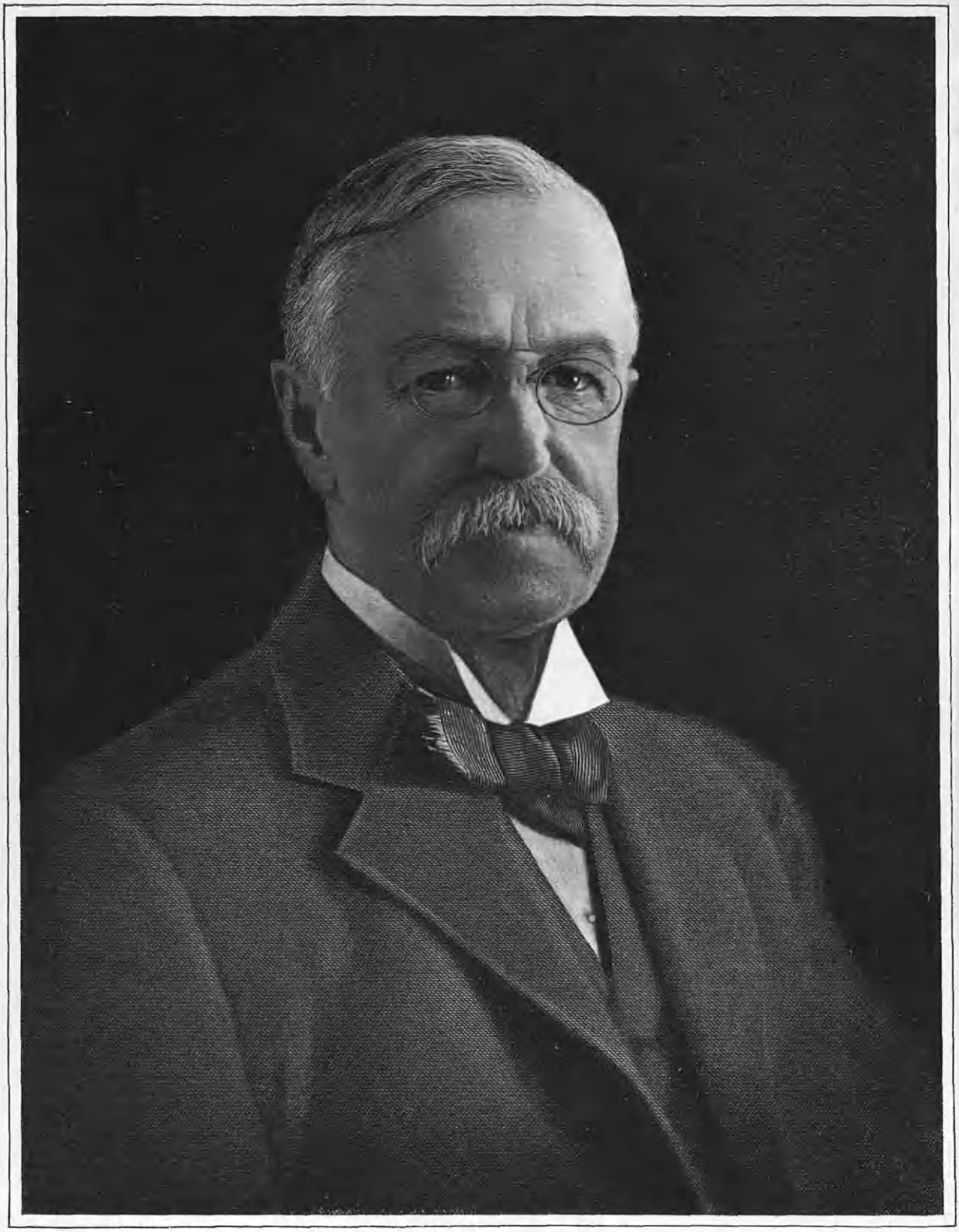
Ancestry—The background to Mr. Ellsworth's life of stirring action is one solidly and worthily American. From the earliest record of the name in America, the members of the family have filled places in their communities and in the life of the Nation that have been invariably useful and frequently distinguished. The name is derived from a small village a few miles from Cambridge, England, which is situated on a rivulet, once remarkable for eels. Hence, as the Saxon word "worth" signified *place*, the village became Eelsworth, then Ellsworth. Aylesworth is a variation of the name that is quite numerous.

Lincoln Ellsworth is a descendant in direct line from Josias Ellsworth, an English colonist, who came to America in 1646 and helped found the town of Old Windsor, Connecticut. With that westward movement of New England, the great-grandfather, Elisha Ellsworth, moved to what is known as the Western Reserve in Ohio, where, at Hudson, Edgar B. Ellsworth, grandfather of Lincoln Ellsworth, was born.

Josias Ellsworth, the American founder of the line of record herein, was a son of John Ellsworth, and is said to have been a descendant of Sir John Ellsworth, *temp.* Edward III, who resided in Cambridgeshire, England. Josias Ellsworth was born in 1629 and Hinman (1st Series, page 26) says he was in Connecticut in 1646. His name first appears on the Windsor, Connecticut, Town Records in connection with his marriage, November 16, 1654, to Elizabeth Holcomb, and he was known as "Sergeant." From him was descended in the third generation Oliver Ellsworth, Chief Justice of the United States Supreme Court, United States Senator, delegate to the Continental Congress, and Envoy Extraordinary to France. From Josias Ellsworth the line descends (Stiles' "Ancient Windsor," Vol. II, page 208 *et seq.*) through Sergeant Thomas (1)

Ellsworth, born September 2, 1665, died September 26, 1750; his son Thomas (2) Ellsworth, born March 10, 1708, died September 26, 1750, who married Sarah Loomis; their son, Thomas (3) Ellsworth, born January 21-23, 1735-36, died November 7, 1815, married Hannah Eaton; their son, John Ellsworth, born March 6, 1762, died March 6, 1848, married (first) Anna Birge, (second) Ruth Alling; eldest son of his first marriage, Elisha Ellsworth, who settled in the Western Reserve of Ohio, was born November 22, 1785, died September 13, 1859, married Elizabeth Oviatt; their son, Edgar Birge Ellsworth, born February 10, 1815, died December 21, 1883, married (first) Hannah N. Snow, (second) Mary Harriet Holden Dawes.

Father—James William Ellsworth was born at Hudson, Ohio, October 13, 1849, son of Edgar Birge and Mary Holden (Dawes) Ellsworth. James William Ellsworth received his education in the public schools and the preparatory school of Western Reserve College at Hudson, Ohio, and in 1868 became a clerk in a wholesale drug house at Cleveland, Ohio. His business career actually began at the age of sixteen, when he went alone from Hudson to Chicago with a carload of hogs to sell for his father. In Chicago he obtained employment with the coal firm of Ames & Co., and four years later he acquired an interest in the business. Thereafter, through his industry, ability and integrity he rose rapidly to prominence and leadership in the business world. He became the owner of valuable coal mining properties in Pennsylvania, Ohio and West Virginia, which he operated under the corporation name of James W. Ellsworth & Co., of Chicago, Pittsburgh and New York, and in addition large banking, railroad and other interests. His close associate in these enterprises was Albert A. Augustus, of Cleveland, Ohio, who, after Mr. Ellsworth's retirement, became the active head of his business interests. At Ellsworth, Pennsylvania, Mr. Ellsworth founded a model coal mining town in which the miners own the land. He was president of the Ohio Coal Co., of St. Paul, Minnesota, and of the Cleveland & Pittsburgh Dock Co., of Cleveland, and during 1896-98 was president of the Union National Bank of Chicago. He was a member of the board of South Park Commissioners of Chicago during 1888-98 and took eager interest in promoting the park and boulevard system of that city. He was one of the principal organizers and financial supporters of the World's Columbian Exposition at Chicago in 1893, serving as a member of its board of directors, as chairman of the committee on liberal arts, and as a member of the executive and finance committees. On more than one occasion when it seemed that the exposition program must fail for lack of financial aid, he personally raised or himself contributed the money needed to meet the emergency. Subsequently, through his influence Marshall Field was led to found the Field Museum for the purpose of preserving some of the exposition exhibits. He was a liberal benefactor of his native town of Hudson, Ohio, which he sought to make a model village of the State. He was intensely opposed to the liquor traffic and offered to present to the town water and sewer systems and provide the funds for paving the streets if Hudson would vote "dry" and remain so for fifty years, except for one beer saloon which was to be run on model lines. At the first election based on his offer the town voted "wet" but in 1910 prohibition was adopted and his promise was carried out. He employed town planning to direct the work of making improvements, and encouraged the planting of trees and

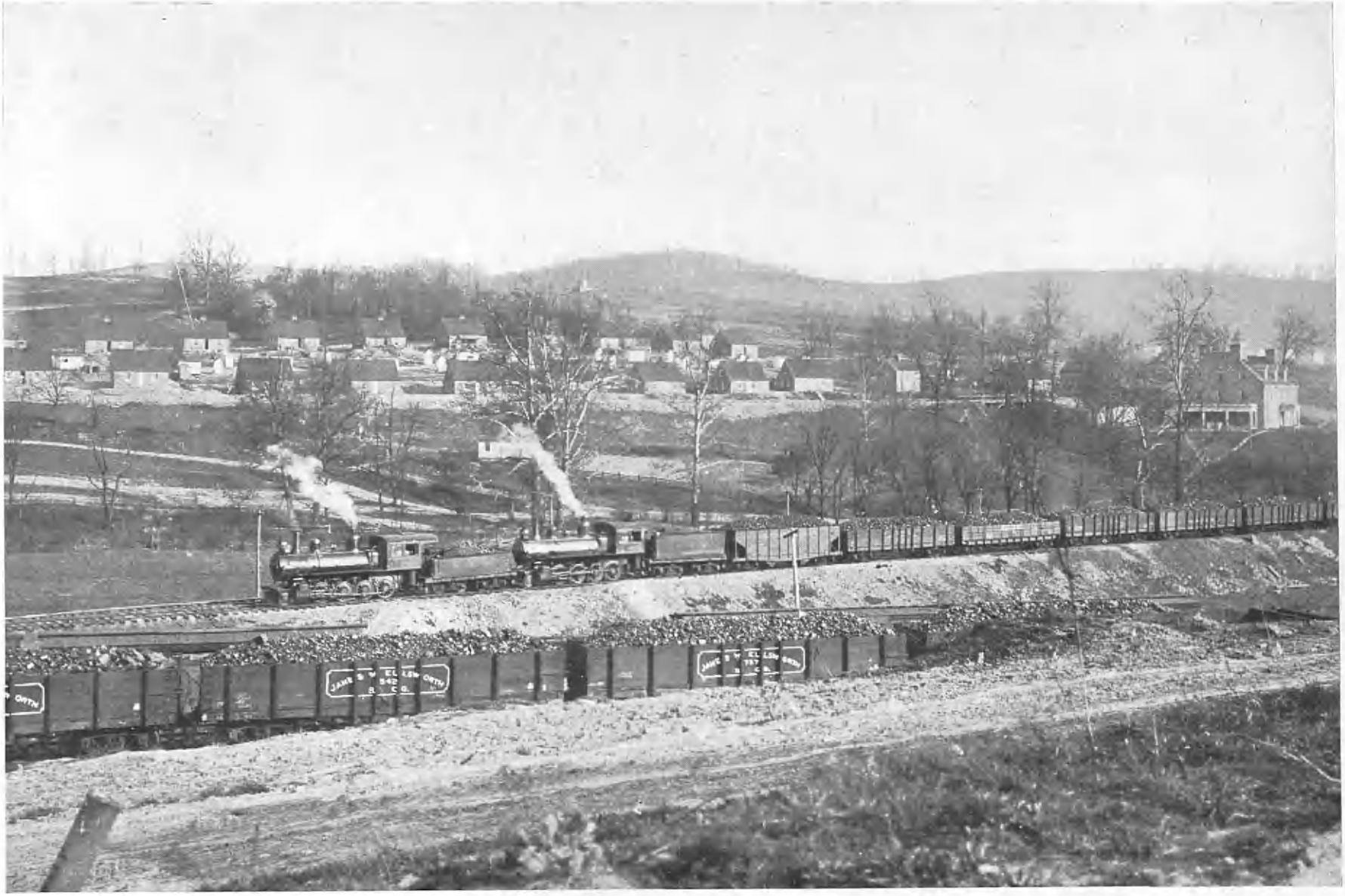


Faithfully Yours
James W. Ellsworth

American Historical Soc'y

Eng'd by Finlay & Cook

Eva F. (Butler) Ellsworth



A MODEL COAL MINING TOWN—ELLSWORTH, PENNSYLVANIA.

shrubbery. He sought to stimulate thrift among the children of Hudson by offering to double all their savings, earned by themselves outside of school hours. Mr. Ellsworth revitalized and restored Western Reserve Academy by providing a substantial endowment for its support, planning to make it one of the best secondary schools in the United States. He was widely known as a bibliophile and as a collector of art in many fields, specializing in Chinese porcelains, Oriental rugs, ancient Greek statuettes and tapestries. His collection of books and manuscripts, which included a Gutenberg Bible of 1455, a number of the earliest incunabula, several Caxtons, and many other rare volumes, sold in 1923 for $450,000. His paintings included the largest collection of Inness landscapes in the world. He also numbered among his treasures a great variety of the rarest and most beautiful clocks ever made. He removed from Chicago to New York City in 1898 and in 1904 purchased the historic Villa Palmieri, at Florence, Italy, in which, according to tradition, Boccaccio wrote his "Decameron," which had once been the home of Marie Antoinette and which Queen Victoria had occupied as her residence on more than one visit to Florence. At great expense and with rare artistic judgment he restored the famous seat to its former grandeur and during the remainder of his life resided there a part of every year.

Julia Vannucci writes thus of the Villa Palmieri in the October, 1926, number of "The Mentor," under the title, "The Garden of the Hundred Tales":

In Boccaccio's day it was not called the Villa Palmieri. Its first name meant "banish care." It belonged to Cioni de' Fini. Like the other villas on the hills around Florence, it recalled the early days when great families built strongholds there and warred on one another.

The Tolomei bought it in the fourteenth century, and they sold it in 1454 to Matteo Palmieri. A descendant of this owner built a wing and an archway, forming a terrace over the old Fiesole road at the spot which was the meeting place for the brethren of the Misericordia of Florence and the brethren of Fiesole. This arched road was not closed until 1874.

The legend of the Palmieri says the first of the family was a young palm bearer who won the grace of a pope.

Lord Cowper visited the villa in 1766 and was so charmed he would not return to England. In 1824 it was bought by Miss Mary Farhill from the executors of the last Palmieri. Later it was sold to the Earl of Crawford and he planted the hillside as it had been in Boccaccio's description.

Mr. Ellsworth also became the owner of Schloss Lenzburg in Switzerland, famed as the ancestral castle of the Hapsburg family, and occupied it as inclination and convenience dictated. Despite his son's deep interest in Arctic exploration, it required the staunch championship of Lincoln Ellsworth's sister, Clare, before Mr. Ellsworth finally consented to give his support to the extent of $85,000, the cost of two aeroplanes, for the exploration of the Polar Sea. On this expedition his son navigated one of the planes, being forced down in the Arctic ice one hundred and thirty-six miles from the North Pole. The expedition was in the Arctic for a month and Mr. Ellsworth did not live to know of his son's safe return. Besides the business connections already noted Mr. Ellsworth was a director of the Postal Telegraphic Cable Co., and the Baltimore and Ohio Railroad. He was a member of numerous organizations of scientific and artistic purpose. His clubs were the Union League, of which he was vice-president in 1912-13-14, Metropolitan, Grolier, Players, Century and Manhattan of New York; the Cosmos Club of Washington, D. C. The honorary degree of LL. B. was conferred on him by Kenyon College, Ohio, in 1918. Mr. Ellsworth was a man of picturesque but engaging personality. He governed his life by the

highest ethical standards and achieved outstanding material success through his integrity, his upright conduct, his industry and his strongly developed business capacity. He was married (first), November 4, 1874, to Eva Frances, daughter of Oliver Morris Butler, of Chicago; she died in 1888, leaving two children: Lincoln, of whom further, and Clare, who became the wife of Bernon S. Prentice. Their two children are Clare and Sheldon E. Mr. Ellsworth married (second) Julia C. Fincke, who died in Florence. Mr. Ellsworth died at the Villa Palmieri, Florence, Italy, June 3, 1925, before news could reach him that his son believed lost in the Arctic had returned safely.

Of father and son at that time Morris Markey writes in the "New York Evening World":

Thousands of miles from the lonely wastes over which Amundsen and Ellsworth and the little company are crawling an old man is sitting on the sunny veranda of a Florentine villa. The man is Lincoln Ellsworth's father, and the dream of his life was for his son to be with him. The best of the Old World was offered him. But it was not good enough. He rather would have even the harsh existence which the New World of the North grudgingly provides.

Thus the father is passing his days where he could not hope to discover anything at all in the valleys and hills through which he wanders, not even a new variety of meadow flower. The songs of the wild birds have been precisely the same for centuries.

So father and son stand with a world between them—one living in the past and one living passionately in the future.

Early Life—Lincoln Ellsworth, the only son of James William and Eva (Butler) Ellsworth, was born May 12, 1880, in the city of Chicago, Illinois. His mother died when he was eight years of age, and at the time of the World's Fair in Chicago, when his father was extremely busy with his important part in that exposition, Miss Mabel Dunlop (now Madame Slavko Grouitch, wife of the present minister to Serbia) came into their home as companion to the children. In a letter to Lincoln Ellsworth, from Belgrade, Serbia, received just prior to the start of the 1926 Transpolar Flight from King's Bay, she made vivid reference to this period of his life:

I am thinking of the years 1893 and 1894, in the Chicago house, which, while it may not seem as much like Home to you as some of your other residences, is the one in which I knew you. As I told you when we met *en route* for France in 1917, I remember you so vividly at that age (what was it, fourteen or sixteen?) that even after the second meeting I can scarcely visualize you in any other appearance or estate than as *Peter Pan* before Barrie had framed the type and the character. In appearance too fragile to support the hard studies and rough games of other boys of whom you were always ahead in all that called for imagination and an attempt to achieve or provoke the marvelous, one feared you were an Elf Child.

We were a most dissimilar quartette who used to sit at the round mahogany table with the centre cut to receive the tiny Japanese garden in which flowers grew. You used to peer into the shallow depths and I am sure had a whale, or even an antediluvian monster appeared to swallow us all—though like St. George you would have sprung fully armed to the rescue—you would not have been surprised. To your practical and scientifically minded father there was matter for anxiety in this love of the Improbable on the part of his only son; and I know he hoped my companionship might impart to you some greater interest in classical archæology, Chinese porcelains, rare manuscripts, and early printed books, with all of which the house was filled from cellar to garret except, upstairs, at the end of the passage, where the shelves of your room were already filled with books of adventure and tales of heroism. . . . . And I must tell you just here how impatient your father was when on one occasion I showed him some of the critical analyses we were then making at the University of Chicago of the early English poem, Beowulf. "Rubbish," he said, "The thing is so beautiful that anyone who cannot understand it without cutting the lines apart should not be allowed to read it." And I am sure that you would agree—also it shows that he had himself much of the imaginative quality of his son.

1. Schloss Lenzburg, Lenzburg, Switzerland—"Cradle of the Hapsburgs."
2. Villa Palmieri, Florence, Italy—Historical in its association with the romance of Boccaccio's "Decameron."

1. In Mexico.
2. In France.
3. *In South America.*

He adored the charming feminine quality of his little daughter.

All my life I shall reproach myself that I did not write or go to him last year when the uncertainty was so heart-breaking for us all who waited for news from your expedition. For I, myself, never doubted that you would return, as you did, safe and glorious. You were born for the *Quest*. And I feel equally confident that this time Good Luck will reward the able preparation and ability with which you, your splendid chief, and courageous companions undertake, once again, that which you all feel is the *Possible*.

He spent five years in and was graduated from the Hill School, Pottstown, Pennsylvania, in 1900. Study did not come easily to him, a fact referred to in the following excerpt from a letter from Professor John Meigs, head master of Hill School, to Ellsworth's father, under date of August 9, 1900:

It has been a privilege of the highest character to work together with you in bringing to a fair issue the school, and I pray the eternal, life of the dear fellows whom we jointly love.

Lincoln deserves the recognition you give him and as I said to him, and to others of him, the lesson of patient and tireless devotion to his work these past two years that he has learned has been an inspiration to us and will be a sustaining memory to our hearts when the achievements of the facile and brilliant minds have been forgotten.

In his own words: "Because my great-grandparents were among the first white settlers on the Western Reserve of Ohio, from them I must have inherited my love for the frontier—the outskirts of civilization. Among the hunters, trappers, scouts, and 'two-gun men' of the early American West are to be found my boyhood heroes. Some of them were good bad men—others were bad good men. But they were all brave and fearless men, and as long as I live they will ride their phantom horses across my memory. Today only a few are left. All the others have gone west—to the eternal west beyond the setting sun. I have known many of them; I have done most of the things that the boy of a generation ago dreamed of doing; I have hunted buffalo, lived among the Indians, prospected for gold, and dragged the surveyor's chain across the unmarked Western prairies."

He was a mile and two mile runner on the track team and represented his school in the two mile run in the Interscholastics held annually at Princeton. But upon the completion of the courses at Hill, Ellsworth next enrolled at the Columbia University School of Engineering, later continuing his studies at McGill University while in the employ of the Canadian Pacific Railway. He remained at Columbia but two years. Yet these were busy years in more ways than one, for Lincoln Ellsworth was turning out to be an athlete of no mean ability. His favorite sports were rowing, running, and wrestling, and he gained in after years considerable reputation as an amateur wrestler. He lays particular emphasis upon wrestling because he feels that it has been a means to an end and that to it, more than to anything else, he owes his incentive to Arctic exploration. "'To strive and not to yield' must be backed up by a sound body and the secret of a sound body is physical fitness. The effort that it costs to keep fit is certainly repaid many times over in the joy and enthusiasm that one gets from life." Carl Johnson, assistant wrestling instructor of the New York A. C. and national amateur champion in 1909-10 and 1913, is quoted thus in 1921: "My opinion of Lincoln Ellsworth's ability as a wrestler is that he could hold his own against any man in the world at his weight, amateur or professional."

He rowed on Columbia's 1905 freshman crew. This was a notable crew in the annals of Columbia rowing, winning from Yale in a dual meet and later from the New York A. C. for the first time in his-

tory and establishing a record for the Poughkeepsie course, although beaten in the intercollegiate regatta because of a change of stroke just prior to the race. Two other factors entered strongly into the molding of his character at that time; factors which were destined to have a great influence upon his future life. One was Theodore Roosevelt's book, "Ranch Life and Hunting Trails"; and the other, Nansen's "Farthest North." The result was a firm crystallization of his innermost dreams—dreams that were fated to come true, in part at least, in the very near future.

First Exploration—Leaving college in 1902, Ellsworth joined the first exploratory survey party sent out by the Grand Trunk Pacific Transcontinental Railway to explore a route for a transcontinental railway line across Canada. This party became lost in the country north of the English River, in Ontario. Finally their food gave out and they were forced to subsist upon a diet of salt horse meat and wild berries until they finally found their way out. To quote Ellsworth's own account: "Those who have camped in that vast country north of Georgian Bay, where the forests seem limitless, will appreciate to some extent what this meant."

During the next five years he followed these surveys through that same vast and imperfectly known country where their only companions were the Indians and an occasional trapper. After running a line through the Beaver Hills, in Saskatchewan, he was transferred in April, 1906, as a transitman to the first survey through the Yellowhead Pass, in British Columbia. This was a particularly interesting and dramatic experience, for it involved a race with a Canadian Northern Railway party—the highly valuable prize being that the party who reached the Pass first secured it for the use of their own railroad.

"Leaving Edmonton, Alberta, quietly one May morning before daylight, we 'footed it' two hundred miles to the Pass, carrying our instruments on our shoulders. When the pack animals became bogged we would hunt some sheltering tree for the instruments and after pulling them out continue our march. This journey consumed three precious weeks. We followed where we could the old C. P. R. cutting through the Pass made in 1875. I remember often 'setting up' my transit over the old C. P. R. stakes whose markings read almost as plainly in 1904 as when done in 1875. They packed oxen instead of horses on that survey and later killed them for beef. (We lost four horses on this survey, two falling off a cut-bank into the Athabasca River with full packs on. Another ate wild parsnip and died). We met a number of emigrant trains on their long and difficult journey to settle in the Peace River country. One old 'prairie schooner' was drawn by four oxen and the hardy man and his wife trudged along beside, driving the oxen."

"After this survey was completed I was transferred, in November, 1906, to the Prince Rupert terminal as a resident engineer. From Prince Rupert, I came back to Montreal in September, 1907, and went out as resident engineer on construction work with the Canadian Pacific west of Montreal. Our home was in a box-car, which was shifted from place to place along the line. During the winter time when work was slack I took the course offered by the company to its employees in railroad engineering at McGill University, specializing in theoretical astronomy and observation work.

"At Prince Rupert I witnessed a spectacle rarely seen by a human being—a fight

THE ABOVE SKETCHES WERE MADE BY RIPLEY, OF THE NEW YORK "POST," FOR THE NEW YORK ATHLETIC CLUB JOURNAL, IN APRIL, 1926.

GRAND TRUNK PACIFIC TRANSCONTINENTAL RAILWAY SURVEY.
1. En route from Edmonton to Yellowhead Pass.
2. Carrying the survey across the Athabasca River.
3. Sikani squaws, Northern British Columbia (child, fifth generation).

ROUTE OF THE G. T. P. SURVEY THROUGH THE VALLEY OF THE ATHABASCA.

between two 'thresher' whales and a larger whale, the threshers taking turns in leaping, like a salmon, clear of the water and landing with a report that was audible a mile away, on their victim's back, the object being to keep his head under water. Gasping and wheezing for air as he slowly drowned, the great whale lay half immersed in a churned-up sea of blood-flecked foam, flopping his huge tail from side to side in an effort to rid himself of his tormentors. But those wolves of the sea were not to be thwarted. As they slowly drove the great whale into shallow water, dusk closed about the scene, and next day the placid waters of the bay showed no evidence of that titanic struggle which I had witnessed, between those primitive monsters of the deep. A remarkable aspect of this fight was the threshers' exact timing of each other's blows, so that the whale was not able to raise his head out of the water to breathe.

"Although we were living the wild, free life of the frontier on these surveys, we were at the same time blazing the way for civilization; ahead of us pushed the prospector, while in the vanguard followed the settler. On the trails west of Edmonton I was surprised at the number of 'prairie schooners' that passed us, headed toward the Peace River country, eight hundred miles to the northward. In the life of today, these gaunt men and stern-faced women, trudging patiently along beside their creaking loads, drawn by a span of oxen, seem like a chapter out of the past. They described to us in glowing terms the fertility of that far-away land toward which they were headed, and I vowed that I would never rest content until I had seen for myself the wonders of the Peace River country.

"In 1909, after having traveled about in a box car for a year as resident engineer on construction work for the Canadian Pacific, west of Montreal, my opportunity to go to the Peace River came. With an old prospector for a companion, I started from Port Essington on the Pacific, ascended the Skeena River, and, after crossing the divide, dropped down to the headwaters of the Peace, where we made a trade with an Indian for his 'dug-out' canoe, and after a journey of almost a thousand miles reached Edmonton. We panned for gold in most of the streams flowing into the headwaters of the Peace, and while my companion camped on the river, I went into the back country hunting moose with the Beaver Indians. These Indians live in encampments, each encampment consisting of a dozen or more families. Each family takes its turn at hunting. When a kill is made, the other families all move up and there is feasting and song until the last morsel is devoured, when another family takes up the hunt, and so on, each family contributing its share to the welfare of the tribe. From plenty to starvation—for game is scarce on the Peace—these Indians, like all others I have seen in the West, accept the inevitable with stoicism and fortitude and are happy. In their character are many traits that I both respect and admire. If one finds them deceitful and cunning, this is mostly traceable to the white man with whom they have come in contact.

"These Beaver Indians are nomads. They continually follow the game as it migrates from place to place and disdain to live at the Hudson's Bay posts. Because game is scarce, it is not exceptional for the men of the families to tie a bandanna about their heads to keep perspiration from blinding their eyes, and cover fifty miles a day at a dog-trot across country in search of moose. These Indians

are poor shots, but I saw one young 'buck' draw his hunting knife from its sheath, while riding through a willow thicket, and pin a partridge to a log with it a hundred feet ahead of his horse. I remember one family that stopped on their way down stream to camp beside us. They had been living for more than a week on nothing but wild berries, yet the man of the family had been daily covering such distances as I have mentioned in search of meat. When an old squaw, with a black pipe in her mouth, spied a porcupine skin which we had thrown into a back-eddy and which, to my knowledge, had been swirling around in it for at least a week—I, myself, having killed the animal with the butt of my loaded shotgun, both barrels discharging between my side and upraised arm and blowing the stock 'clean' from the barrels—she fished it out, and after patiently picking out every quill, boiled the hide and drank the soup.

"Although more than thirty years had passed since the wanton extermination of the buffalo from the western plains, a small herd still survived in the foothills of the Bitter-Root Mountains of Montana, as late as 1910. The story of these buffalo is interesting. In 1873, Michel Pablo, a Mexican, living in the Flathead Valley, bought from Walking Coyote, an Indian, twelve calves which he had captured on the Milk River in Canada. Walking Coyote, who was married to a Cree woman, one day shot her in anger. He fled to Canada, made his home among the Piegan Indians, but Indian-like, soon became homesick. It occurred to him, also Indian-like, that by returning home with some captured buffalo, it might appear as an excuse for having left. He captured fourteen calves, killing two for meat. Pablo turned these twelve calves loose on what is now the Flathead Reserve, a rugged country, fifty miles long by forty wide, and hemmed in on all sides by the Bitter-Root Mountains except on the north, where lies Flathead Lake.

"The buffalo made this their home and did not leave, for the valleys so lie that the winters are mild and the food abundant. In 1910, when the Reserve was opened up for settlement, the Canadian Government negotiated for the sale of whatever number of buffalo might be found on it. In the great round-up, which lasted nearly four years, seven hundred head were captured and went to form the nucleus of the immense herd that the Canadian Government now owns.

"Through my acquaintance with the Canadian Commissioner I was permitted to join in the round-up, and afterwards to follow the 'outlaws,' unconquerable old veterans of the herd who pushed high up into the rocky fastnesses of the Bitter-Roots, there to make their last stand along the edge of the timber-line. It took me just nineteen days of hard riding and climbing to get one of these 'outlaws,' and only because I tracked him in the snow did I get him. For these peaceful valleys and foothills, tucked away in the heart of the Bitter-Root Mountains of Montana, have been opened up to settlement, and the few 'outlaws' that remain are rigidly protected in their homes along the timber-line."

Ellsworth thus begins his story "The Last Wild Buffalo Hunt," printed in 1916:

"The buffalo and the antelope have vanished from the plains, and with them the romance that has always made the Old West so alluring. No record remains to us today to tell us of the vast numbers that once blackened our prairies from the Alleghanies in the East to the Rockies in the West, except the narratives of old plainsmen, and the bones that still lie

1. Near the headwaters of the Peace.
2. The only sign of life in that vast country—Some lone hunter's kit.
3. Fort St. John—A typical Hudson's Bay Co. trading post, established in 1802.

ROUNDING UP WILD BUFFALO.

bleaching in the sunlight. Certain it is that it must have totalled in the hundred millions. Every plains Indian firmly believed that the buffalo were produced in countless numbers in a country underground solely for his food supply, and that each spring the surplus swarmed, like bees from a hive, out of the cave-like openings such as are found in the region of the Staked Plain of Texas. From 1868 to 1881, a period of only thirteen years, there was paid out in Kansas alone two million five hundred thousand dollars for buffalo bones gathered on the prairies to be utilized by various carbon works. It required one hundred carcasses to make one ton of bones, the price paid being eight dollars a ton; so the above sum represented the skeletons of over thirty-one millions of buffalo. On the open prairies in those days, miles away from the course of travel, in some places one could walk all day on the dead bodies of buffalo killed by the hide hunters, without stepping off them to the ground.

"Although more than thirty years have now passed since the wanton extermination of those animals, it was only two years ago, while riding the plains after antelope, that I witnessed a simple incident that brought most vividly before my mind the awful tragedy of that extermination. I was returning to camp at the end of a day's hunt; the uppermost rim of the sun had just sunk below the horizon of the western sky was bathed in a molten glow. The wind had died down, and an eternal peace seemed to hold the limitless expanse in its embrace. As my gaze searched that vista of rolling, sun-scorched plain for some object, a spot of bright green caught my eye. It looked so oddly out of place in the brown landscape that I rode over to it and dismounted before a little mound, which but for the greenness of the tender young shoots that covered it would have remained hidden in the rank prairie growth. I turned to the half-breed who was with me and asked what made the grass greenest there, and he answered, 'Buffalo.' And thus I understood that the huge bulk that had perished there, so long ago, had been covered by the winds with drifts, and that it still nurtured the soil and kept it green, though it seemed incomprehensible after so long a time. Amid the hush and utter loneliness of the surroundings and bathed in a golden glow, the very simplicity of the scene added an indescribable pathos to it all, and I felt as though I had intruded upon a shrine. I came across but three others during my hunt, all quite close together in a little 'draw' among the hills. And so, before the march of civilization across the Western plains, the buffalo have vanished, and with them those virile men of the old frontier, who disappeared as though stricken by a scourge. And today, amid the fastnesses of the high mountains, where storm-swept peaks shelter the peaceful valleys beneath, the big game and the men who shun civilization are making their last stand.

"In the following pages I have tried to describe a phase of life that I saw and lived during the latter part of a great round-up of wild buffalo, the last in the United States, and then afterwards, when I followed the outlaws, those who disdained to be conquered, high up into the mountains along the edge of timber-line, where they had made their home.

"There lies a touch of romantic pathos interwoven with the memory of that round-up that I am fain to overlook. It centred in the picturesque old Flathead Indians, who followed on horseback in the wake of the chase, or sat stoically wrapped in their blankets along the nine

miles of heavy corral wings, thrown here and there across the rock-ribbed hilltops to turn the running buffalo down into more favorable ground.

"With the history of the buffalo lies woven the romance of the Indian. The two were inseparable. It is almost impossible for a civilized being to realize the value of the buffalo to the plains Indian; during his lifetime its meat was his sustenance, its skin covered his dwelling and clothed him, and, after death, wrapped in the robe upon which he had sat before his tipi-fire, he journeyed to his 'happy hunting grounds.'

"A fact it is, that with the passing of the 'open frontier' a certain something that has to do with romance, with youth, with the dreams of life, leaves us forever."

From Montana, Ellsworth wandered to Nome, Alaska, as assistant engineer with the Kougarock Mining Company. This was a gold mining company "hydraulicking" in the Kougarock district. "Still I was not satisfied; a boy's will is the wind's will, and the thoughts of youth are long, long thoughts. Beyond the 'last frontier'—beyond even the outermost edge of discovery, towards that huge tract in the Polar Sea marked 'Unexplored' lay my dream. How should I ever follow into that land of far horizons?"

> Something hidden. Go and find it.
> Go and look behind the Ranges—
> Something lost behind the Ranges,
> Lost and waiting for you. Go!

It was his intention then to help his father with his interests in the coal fields of Pennsylvania. But after a year in the engineering side of the work there—during which time, incidentally, he had charge of the building of some hundred and eighty coke-ovens—he arrived at the conclusion that he had "watched too many Western sunsets to ever be satisfied in the East."

First Polar Plan—Ellsworth soon afterward came into touch with George Borup, who was at that time organizing an expedition in search of Crocker Land in the Arctic, and the day after his choice as the third member of the party, he received word of Mr. Borup's drowning. Concerning this incident, Mr. Ellsworth says: "I shall always consider the honor of having been chosen as one of the three men to do that work as the greatest that ever has or ever will come to me." "Exploration has always been by ambition, one reason perhaps, being because purely physical endeavor is an inborn passion with me. My greatest joy is when every muscle is responding to extreme physical exertion." In these words Lincoln Ellsworth tells why his steps were drawn toward the Arctic wastes and epitomizes himself.

Determined to take up exploration as his life work he went to England and there spent a winter in study of surveying and practical astronomy at the college of the Royal Geographical Society in London. Seeing no immediate opportunity to take up the work of his desire, he obtained an appointment as field assistant in the Department of Biological Survey.

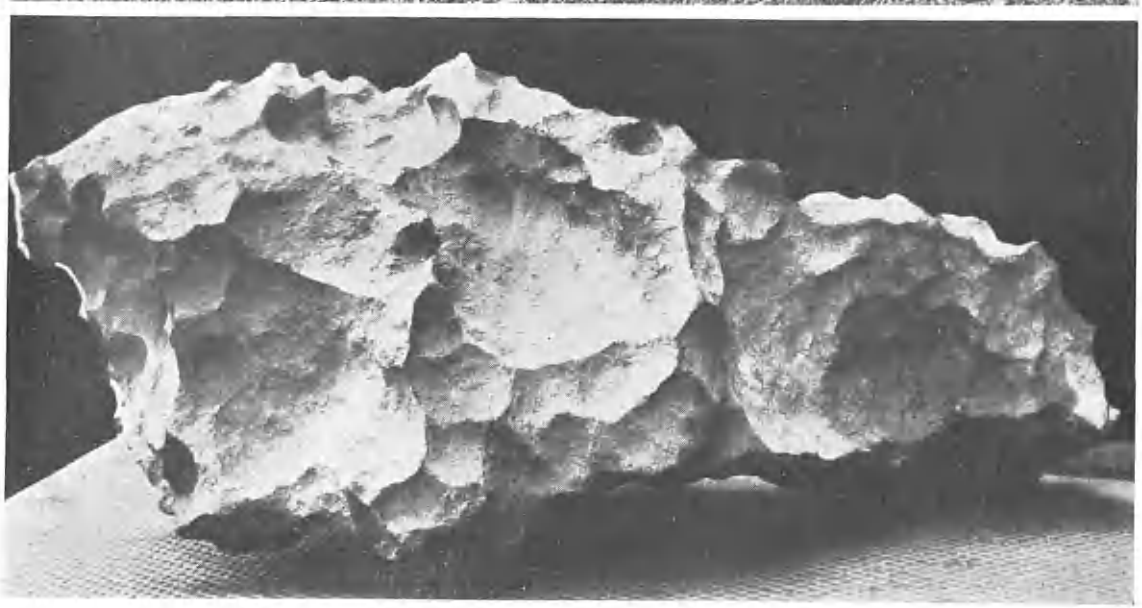
With the Biological Survey—Having always been a lover of nature and wild animal life, he entered this work in 1913 with great energy, carrying on biological surveys all the way from the Gulf of California to the Yukon boundary. Tramping and hunting back and forth and up and down the Rocky Mountains, he spent three years in this work, specializing in the distribution and habits of the wild mountain sheep, and including all the species of this animal save only the white sheep of Alaska. While engaged on this work, making a trip from Big Pine, California, to hunt sheep in the Grapevine Range on the rim of Death Valley, he found a four hundred and twenty-five

1. New specie of desert coyote found by Ellsworth in Baja California.
2. Desert hare snapped from the saddle.
3. Canadian grizzly cub and its mother.

ONE OF THE DESERT'S MANY SURPRISES.

1. The source of the honey.
2. Smoking out the bees.
3. The honey.

THE MOST VARIED CACTUS GROWTH IN THE WORLD AND THE NESTING PLACE FOR AS MANY VARIETIES OF VIVIDLY HUED LITTLE DESERT BIRDS—BAJA CALIFORNIA.



1. Running caribou—Cassiar Mountains, British Columbia.
2. Timber-line in Colorado.
3. A 425-lb. iron meteorite found in Owen's Valley, California.

pound meteorite in Owen's Valley. This meteorite, an interesting specimen containing both platinum and iridium, now rests in the center of the meteorite collection in the Smithsonian. "During the two hundred mile journey from Big Pine to Death Valley," writes Ellsworth, "I was able to see from one vantage point both the highest and lowest spots in the United States—Mt. Whitney, 14,000 feet in elevation, and Death Valley, 300 feet below sea level.

"The mountain sheep of the high Sierras in the vicinity of Big Pine and those inhabiting the low, arid, open desert range nine miles distant—separated only by Owen's Valley—offer an interesting contrast in adaptation to environment. Although both sheep are of the same species, the desert animal possesses a much shorter and lighter colored coat and has larger and more fully developed ears (a characteristic common to desert mammals).

"One cannot always dissect a taste or a passion, but the desert region and that of Lower California in particular, with its intensified type of flora and fauna, holds for me a peculiar fascination all its own. There is a struggle for existence going on here that for ferocity is unparalleled elsewhere in nature. The desert is stern, harsh, and at first repellent. But, in the words of Van Dyke, 'what tongue shall tell the majesty of it, the eternal strength of it, the poetry of its wide-spread chaos, the sublimity of its lonely desolation?' Perhaps I can tell you something of what I have seen in my wanderings over it, but I shall never be able to tell you the grandeur of its mountains, nor the glory of color that wraps the burning sands at their feet. The desert has gone a-begging for a word of praise these many years. It never had a sacred poet; it has in me only a lover."

"In my memory of three years hunting for the Biological Survey one picture will ever stand out vividly because of the story that it tells. It was in the Cassiar Mountains of British Columbia. My Indian hunter and I were making for camp at dusk one evening after an unsuccessful hunt for sheep. Looking up into a little grassy 'draw' among the mountains, I saw three caribou feeding. One was an immense head, while the other two were younger animals. I pointed them out to my companion and he asked me if I wanted to go after the big fellow. 'No, tomorrow,' I said. 'Tomorrow one hundred miles,' he replied, with a wave of his hand toward the distant ranges. 'Caribou travel like hell.' But the visions of the campfire were too much for me after an unsuccessful tramp all day with nothing to eat since morning. So we went on, and the next day I had forgotten all about the 'big head.' A heavy snowstorm broke during the night and all that day we lay in camp—and the following—and the next also! On the fourth day the storm broke and we started out again after sheep. We climbed up onto a grassy plateau and were lying on the rim of a cliff watching a band of six 'ewes' and two rams feeding towards us. As they were travelling slowly, I crawled nearer the edge and looked down into the valley below. There was the same grassy 'draw' and the three caribou feeding as we had seen them four days previously. You may imagine our surprise, particularly the Indian's, who was familiar with the habits of the caribou. I was in a dilemma now whether to hunt sheep or caribou, but finally decided on the caribou, for never before had I seen such a spread as the big bull carried. I fired down at him and missed.

The two young bulls ran a little distance, circled, and came back to him again. Again I fired, and hearing the bullet 'plunk,' knew I had hit him. The two younger animals ran off, circled and again returned. This certainly was strange. At my third shot the old fellow sank to his knees and we climbed down to him. Only at our close approach did the two young animals finally take off. But it did not require a near inspection before realizing the pathos and tragedy, so seldom witnessed among animal life, that confronted us. *The old bull was totally blind in both eyes,* and the two younger animals, knowing his fate if left alone, had stayed beside him during the three days of storm, leading him around to feed. Although the old fellow had a fifty-inch spread, his horns were so brittle and thin that I could break them in my hand; and the meat was so tough and 'wormy' that it could not be eaten."

In contrast to the peace and quiet of these hunting trails, Ellsworth at this time became one of a group of Americans to join the Ambulance Service in France. Leaving the Ambulance Service in Paris, he enlisted in aviation and was sent to the French Military Aviation School at Tours, where he learned to pilot, although thirty-seven years of age, fourteen years beyond the maximum age set for military pilots. Just before going to France, Ellsworth, with his mind on Polar exploration, went to Washington to see Peary, having heard that Peary had advocated the use of aeroplanes in Polar exploration. But with the intervention of the war, seemingly interminable, all thoughts of Polar exploration became unrealities.

Meeting With Amundsen — "Roald Amundsen happened to be in Paris at this time, and fortunately for me, I met him. I told him of my interest in Polar exploration and my hope that some day we might join forces. But I have no doubt he thought me just another young fellow looking for adventure."

While in France Ellsworth contracted influenza, which later resulted in pleurisy, incapacitating him for further exploration for two years.

South American Expedition—The way to the Arctic was still closed and Ellsworth took up the suggestion of undertaking a geological survey in South America. The objects of the expedition are quoted in the following letter from Dr. Joseph T. Singewald, Jr., professor of economic geology at Johns Hopkins University:

> The object of such an expedition would be to get a carefully measured section through the Andes to determine their stratigraphy and structure. This kind of work is essential to unraveling the geologic history of that great mountain chain. Desultory work of a reconnaissance nature has been done from time to time in various parts of the Andes, but no one has attempted anything of such fundamental character and import as the proposed expedition would attempt. The results will be a classic among geological contributions to the geologic history of the South American continent and will constitute the center about which all future work will hinge.
>
> The nature of the work will be to run a traverse and profile across the three ranges of the Andes. We have suggested the section in north central Peru, but here the Andes are divided into the three clearly-defined chains, the chains are narrower than at any other point, and almost the whole of two of the chains lie in a region without too much vegetation cover to interfere or seriously retard the work. Moreover it is a region that is central to the long axis of the range and hence future work can be tied to it from the north and from the south.
>
> An Ellsworth expedition carrying out such a plan cannot fail to make one of the greatest scientific contributions ever made to the history of the development of the South American continent. I am glad to know that you feel favorably inclined toward it and trust that when you return in the fall you will get in touch with us and I am sure that through a personal conference we can then arrange all details and make adjustments that will be mutually satisfactory.

1. A surprised mountain sheep in the Cassiars.
2. My pack train.
3. A New Brunswick moose.

A GEOLOGICAL SURVEY THROUGH CENTRAL PERU.
1. Survey route of the "Ellsworth Expedition of Johns Hopkins University."
2. Along the survey route—Descendants of the Incas.
3. A night's shelter under the rocks.

Thus the next great episode in Ellsworth's life took place in the month of February, 1924, when, as co-head of the Ellsworth Expedition of the Johns Hopkins University, he voyaged southward to Peru in company with Dr. Singewald. Dr. Singewald's brother, Quentin, later joined the expedition in Peru. Some detailed studies of small areas had been made by others engaged by oil and mining companies, but no one had ever had an opportunity to begin on one side of the great mountain chain and cross it, range by range, measuring the geologic formations and collecting systematically for further investigation the various kinds of rocks and the fossils they contain. In brief, the work was carried across the three high ranges of the Andes of central Peru beginning at Chimbote and terminating on the Huallaga River at Uchiza. Then, as though not sufficiently satisfied with the difficulties of this journey, the expedition completed the work by descending the Huallaga River and continuing on down the Amazon to the Atlantic coast, and thus reaching northward once more toward New York, where they arrived during the early part of the month of November, 1924; their total time on the move extending through a period somewhat in excess of nine months.

The scientific results of this expedition are of geographic, geologic and historic importance. The detailed cross-section was measured with plane table and alidade; and thus a plane-table survey of the route across the Andes from the Pacific Ocean to the Huallaga River was obtained; a most important contribution to the cartography of that country. The section down the Rupac River resulted in tracing that river to its mouth and making the first accurate map of its course. A reasonably accurate reconnaissance map was made of the Huallaga River from Uchiza to Yurimaguas, and this chart gives much more detail along the river than any of the published maps. The geologic results have added much to the knowledge of the geologic constitution of the Cordillera Negra and the Cordillera Blanca, and gives the first account of this part of the Cordillera Central. The fossils, both animal and plant remains, secured from the sedimentary beds and the specimens taken from all of the rocks along the route have since been studied in the Geological Laboratory of the Johns Hopkins University by various members of the Geological Department. The completed results of these investigations, combined with the field observations, give an exceedingly full geologic history of the Andes and Central Peru.

Ellsworth was just preparing to return to South America to continue work in the Andes, but strange to say, the day dreams of boyhood were at last becoming the realities of his later life. A tiny news item in the inside of one of the New York papers caught his eye, telling of Amundsen's arrival in America on a lecture tour. Ellsworth lost no time in calling on him.

"I don't believe he remembered our first meeting, although to my inquiry he replied, 'Oh, yes!' But I was not to be denied any longer." Ellsworth continues: "Although it was my father who made our Polar flight of 1925 possible, the thing had been Roald Amundsen's life's dream, and I thought it showed the greatness of the man that he was willing to share equally with another in the adventure. I was glad, for that reason, to see the expedition go solely under the Norwegian colors. The only reservation I made was that I should be the only American to accompany it."

The "Brooklyn Daily Eagle" commented thus upon the fitness of the association of Amundsen and Ellsworth:

"Amundsen and he are thus two kindred spirits, for while the Norse sailor has traveled the frozen seas in quest of new lands, Ellsworth has carried surveyor's instruments and toted a gun through the Canadian and South American wildernesses."

Religious Views—"Exploration in the realms of the Unknown has always been a passion with me. The immensity of nature and the awe-inspiring order of all creation, as revealed in the scientific search after Eternal Truth, has made me deeply religious. The conception of a universe, wholly orderly in all its parts, yet overwhelming in its complexity and its splendor, in which properties and functions are determined by structure, and all the marvelous variety of things and animals and men is but an example of the working of harmonious combinations of almost indescribable intricacy, formed out of their ultimate elements, is, without doubt, extraordinarily fascinating. Electrons are organized into atoms, atoms into molecules and molecules into particles, crystals, grains and crops, which in turn are built up into streams, rivers, clouds, sunsets, or into mountains, landscapes, seascapes, or into the myriad beauties of diatoms, trees, flowers, birds and human forms. We know that the structure of the universe is founded upon rhythmic motion. Perhaps we are so accustomed to the endless rhythm and cycle that we see about us everywhere in nature—the movement of the tides to the moon, the interchange of the seasons, the rising and the setting of planets, the wheeling of the constellations—that we do not think of the poetry and beauty that throb through matter everywhere.

Everywhere we see small forces integrated into great systems and contending ceaselessly with other systems—all so related that, together, they contribute to the oneness of the whole. Without order there would, in fact, be no universe; for universe means order. The word—from the Latin—is defined as a system in which the many turn about the one. There are so many universes. Smaller ones are included in greater ones in ever increasing progression, all forming a magnificent design that reaches into infinitude and passes comprehension. There are universes smaller than ours which we can examine and know; there are those greater than ours which we do not know and about which we can only wonder. It is a marvelous fact that each atom of each molecule composing a drop of water —and it would require a three-year flow of all the rivers of all the world to bear to the sea as many drops of water as there are molecules in each tiny drop—constitutes in itself a complete planetary system, similar to the one in which our own earth follows its yearly orbit; and it has been demonstrated that astronomic laws of planetary motion hold good even in the ultra-microscopic regions of the interior of atoms. If an atom of hydrogen were enlarged to the size of the Solar System, its two planetary electrons would closely resemble Uranus and Neptune as regards size, distance from the central sun, and period of revolution. Thus it would seem that aggregations of matter, ranging from the infinitesimal to the infinite, possess the features of a planetary system. The contemplation of this glorious order produces, as the mind begins to realize it, a feeling which can only be called reverence, for

> All are but parts of one stupendous whole,
> Whose body nature is, and God the soul.

"It is impossible," as Conklin says, "for any one who has breathed the spirit of

modern science to believe in a purely objective God. We cannot think of the Infinite Being as a will which is external to that which it has made, but rather,"

Whose dwelling is the light of setting suns
And the round ocean and the living air
And the blue sky, and in the mind of man
A motion and a spirit that impels
All thinking things, all objects of all thought;
And rolls forever onward through all things.

The following are the honors conferred upon Mr. Ellsworth: Commander, First Class, of the Order of St. Olav, conferred by the King of Norway; gold medal for life saving, awarded by the Norwegian Storthing; honorary fellow, American Museum of Natural History, and associate member of the American Society of Civil Engineers (associate membership according to the by-laws of the Society signifies that the holder is a professional engineer and has had two years' responsible charge of work). His college fraternity is Delta Psi and he is also a member of the Metropolitan Club and Century Club of New York, the Explorers' Club and the Boone and Crockett Club. He was co-author with Amundsen, in 1925, of "Our Polar Flight," and, in 1926, of "The First Crossing of the Polar Sea."

On May 17, 1926, the Minister of Foreign Affairs of Norway addressed the following official note to the American Department of State:

Despatch No. 779
Encl. No. I.

TRANSLATION.

The Royal Department of Foreign Affairs,
Oslo, May 17, 1926.

MR. MINISTER,

Now that Captain Roald Amundsen has terminated so successfully his daring cruise to the North Pole in the dirigible "Norge," I take pleasure in conveying the congratulations and heartfelt thanks of myself and my colleagues for the distinguished part which your compatriot, Mr. Lincoln Ellsworth, has played in this expedition.

The accomplishment of this unique feat in the history of Arctic exploration is due in great measure to Mr. Ellsworth, whose great generosity and personal achievement in fitting out and carrying through this expedition has contributed so much towards its success and whose name has thus become inseparably connected with the expedition.

Mr. Lincoln Ellsworth by the part he has played in this instance has established himself more firmly in the hearts of the Norwegian people. On this day when we celebrate the latest achievement of Captain Amundsen we feel deeply grateful to Mr. Ellsworth for his share in the success.

Accept, Mr. Minister, the assurance of my highest consideration. (Signed) IVAR LYKKE.

On June 8, 1926, the following communication from the Reale Societa Geografica Italiana was addressed to the American Ambassador in Rome:

I have the honor to enclose abstract from the minutes of the Meeting held yesterday at the Society's House, under the Presidency of His Majesty the King and with the August assistance of Her Majesty the Queen,

carrying:

Honours bestowed on the Members of the "Norge" First Aerial Transpolar expedition.

On awarding to Mr. Lincoln Ellsworth the Great "King Humbert Gold Medal," the Italian Geographical Society had in view to grant the gallant Amundsen's companion full recognition of his coöperation in both Amundsen's magnificent Arctic enterprises of 1925 and 1926.

I am sure that the Society's resolution will also be taken as a new sign of the existing and undestroyable friendly sentiments between the two great Nations in concern.

Most sincerely yours,

P. LANZA DI SCALEA, President.

The Grand Cross of the Order of St. Olav was conferred upon Mr. Ellsworth by the King of Norway on October 18, 1926. This is a distinction rarely bestowed upon a private individual and is held by but four other Americans. At the Norwegian Court it carries precedence in rank equal to that of a major-general, being one of the few decorations with Court ranking.

NORTH TO EIGHTY-EIGHT DEGREES.

Life is a ball in the hands of chance.—*Amundsen.*

Captain Amundsen thus writes of the beginnings of the 1925 flight:

"I went on in my effort to get money for an expedition in 1925. Understanding, after all our disappointments, that we needed more assistance, we addressed an institution that, more than any other institution or single person, has helped me, namely, the Norwegian Aero Club.

"We asked the Aero Club if it would undertake to manage a flying expedition over the polar basin and procure some of the money we wanted if I should try to get more by lecturing in the United States. The Norwegian Aero Club, whose president is the well-known Norwegian editor, Mr. Rolf Thommessen, answered that it would try, and commenced immediately the work in Norway.

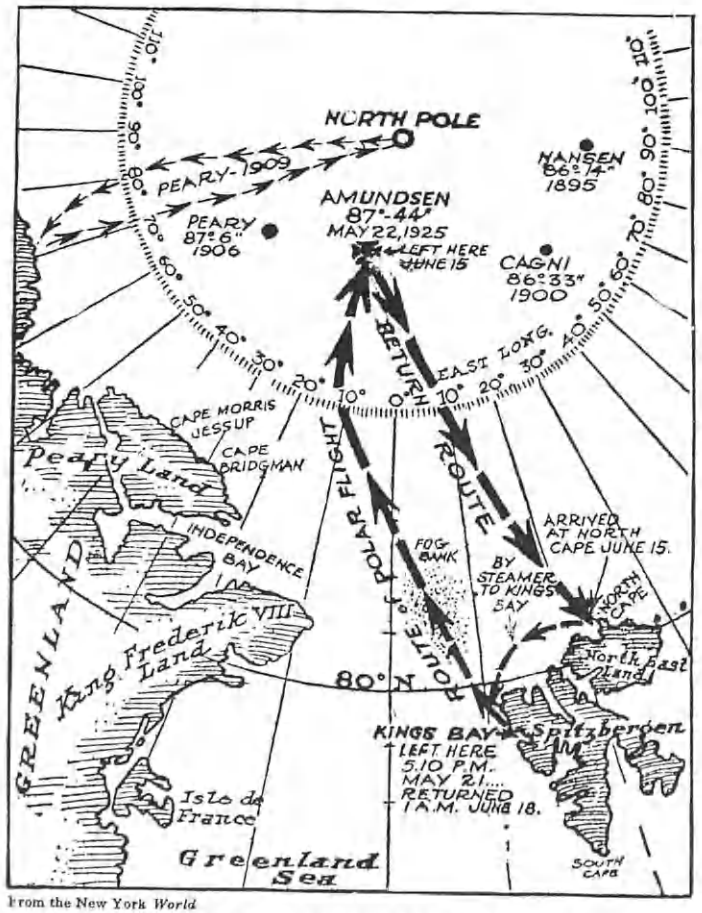
"Whilst they should try to do what they could at home I should travel to America to see what I could do there. I had already held some lectures on the subject, and sat one morning in my hotel deeply engrossed in reckoning out how long it would take me with my earnings to pay my creditors and start a new flight. The result was not heartening. I found out that if nothing unforeseen happened I should be entirely clear by the time I was one hundred and ten years old. But see, the unexpected *did* happen just then. The telephone rang and a voice said, 'Are you Captain Amundsen?' 'Yes, I am.' 'Well,' continued the voice, 'I am Lincoln Ellsworth.' That was how I found the man to whom I should later owe so very, very much. The Aero Club will certainly agree with me when I say that without his assistance the expedition could hardly have taken form.

"During my stay in the United States work had gone on regularly in Norway. The two flying boats ordered and under construction at the Dornier-Wal Works in Pisa, had during the winter been tested by the two aero pilots Riiser-Larsen, who was to pilot the boat called N. 25, and Dietrichson, who was to pilot the boat called the N. 24.

"The expedition that took place in May and June, 1925, made the flight in 1926 possible, and all the members of last year's expedition understood that the flying boat expedition was only a preparation for the transpolar flight. I have to speak about some of the reasons.

"For the first time in the short but glorious history of aviation an airplane must be flown a long distance in the polar regions. Since 1922 when I had commenced the organization of a polar flight I had understood that to realize such an enterprise I had to use a machine not only large enough to carry fuel sufficient to have the motors running over all the distance from Spitzbergen to Alaska, but the machine had to be of so great lifting capacity that it could carry so much fuel that even in case of head winds we should be able to reach land. And gradually as I worked out my plans, first, alone, later on with my comrades who knew more about practical flying than I did myself, and the different questions arose, I understood that although there existed several types of flying machines powerful enough to cover the distance from Spitzbergen to Alaska and even longer distances, we always had to face the possibility of motor and other troubles. Thus the flying range of flying machines will always be shorter than that of an airship.

"According to knowledge due to earlier polar expeditions and theories formulated in later years, the month of May should be the best for Arctic flying. The temperature over the unknown regions should



From the New York *World*

ROUTE OF THE AMUNDSEN-ELLSWORTH POLAR FLIGHT—1925.

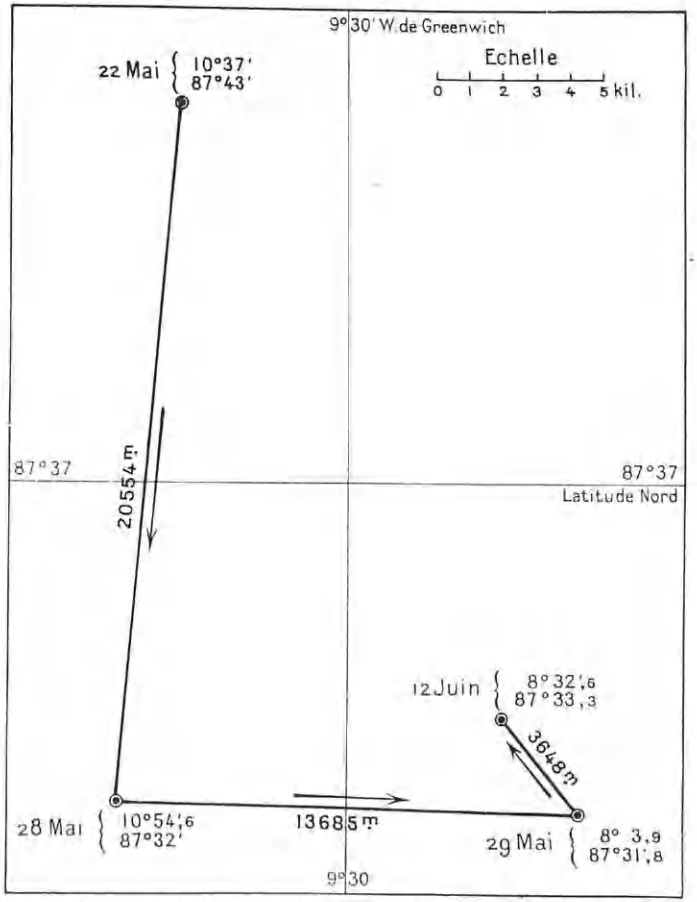


CHART SHOWING THE DRIFT OF THE "PACK-ICE" CARRYING THE EXPEDITION FROM MAY 22 TO JUNE 12.

then have commenced to increase, so that the cold would not threaten the more sensitive parts of the engines. On the other hand, in May the temperature is still so low that the thick polar fog that commences when the air is heated by the sun, comes near the ice and for weeks lies over the polar basin making all visibility impossible, has not yet begun.

"Before we left Norway for Spitzbergen naturally we had addressed to many experts questions about various matters, and especially our pilots had asked about landing possibilities on the pack ice inside the belt of drift ice along the ice edge.

"Most of the experts declared that not very far from the edge we should be sure to find excellent landing places everywhere between the floes on the ice, and should it happen that the ice, in case we were forced to land, was too much broken up, there were in it so many great leads that with our flying boats we should have no difficulties in finding open water to alight on.

"We thought in another way we had got certain proof of the existence of landing places on the polar ice. Along the eastern coast of Greenland every year are observed immense ice masses loosened from the pack ice. And all experts who have seen these ice masses agreed that they very often were as level as the parquet in a drawing room. To a certain extent all the observations were correct. Naturally, there are leads in the polar ice, and often its surface is level and not broken up. But the leads are crooked and the ice that for the eye of an ordinary man seems level is for the aviator not level and not fitted for a landing.

"And here we have the explanation of why the aviators on our expedition did not find a landing place where ice experts had told there were many. Outside the belt of drift ice no aviator had looked down on pack ice before our expedition of 1925. Probably we should not have been so optimistic if we had had reports from aviators about the ice conditions."

As stated, the Aero Club of Norway took charge of all preparation. The club was an incorporated organization and the shares of stock were held as follows:

Captain Amundsen assumed the responsibility for thirty-seven and a half per cent. of the issue; Mr. Ellsworth assumed a like amount; Lieutenant Riiser-Larsen took over ten per cent.; Lieutenants Dietrichson and Omdal assumed ten per cent. between them; and the Aero Club itself held the remaining five per cent.

The object of the expedition was to cover as far as possible the unknown stretch lying between the north coast of Spitzbergen and the North Pole, not only in order to substantiate evidence of land, but to make a geographical research. Much meteorological data was to be obtained as well.

Ever since its discovery in 1596, Spitzbergen has been a favored starting point for North Pole expeditions. The northern coast line, although lying 80° N. Lat., which is only ten degrees or six hundred miles from the Pole, is washed by an arm of the Gulf Stream. Thus the waters are ice-free for the greater part of each year and the islands easily accessible to ships from the outside.

From April 19 to August 24 (one hundred and twenty-seven days) the sun never sets in the latitude of King's Bay. There, during the long summer days, one may find growing one hundred and ten distinct species of flowering plants and grasses, while twenty-three species of birds regularly breed there. From October 26 to February 17 the long Arctic winter is at hand and the sun never shows above the horizon. Many houses have

been built along the Spitzbergen coast during the last twenty years by mining companies who annually ship about three hundred thousand tons of coal and King's Bay boasts of being the most northerly habitation in the world.

But off-shore, the distance depending on the prevailing winds, drifts the great "Polar Pack," which has ever been the barrier to those who aspire to the North Pole using ships and dogs as the means of transport. This frozen surface of the Arctic Ocean, some fifteen hundred miles in diameter, breaks up completely every summer, the great fields of ice drifting, under the influence of wind and tide, to an eventual exit into the North Atlantic. At any time of year, however, a storm may rift the ice surface with cracks and lanes of open water and throw up great ridges of ice blocks by the pressure of the moving ice fields, so that no place on the frozen surface, as Peary says, can be counted upon to be in the same locality a month later.

As early as 1895 schemes for exploring the Arctic by balloon and airship were being seriously entertained. The ill-fated Andrée expedition in 1897, and again, that of Wellman in 1909, both of which started from Spitzbergen, are well remembered. But, with the development of air-craft during the Great War, a new era had dawned for Arctic exploration.

Equipment—The largest part of the equipment was carried under the heading of "Mutual belongings for flying boat equipment," and ran something like this: canvas boat, sledge, medicine chest, tent, reserve ski straps, reserve sledge reins, Primus cook stove, cooking vessel, thirty liters petroleum, Meta cook stove with plates, sailcloth gloves, nails, sail thread, sextant, pocket sextant, spirit level, chart ruler, navigation tables, log books, compasses and T-squares, pencils, binoculars, large and small smoke bombs and pistol for firing them, leeway measure, solar compass, shotgun and two hundred rounds of ammunition, rifle and two hundred rounds, Colt pistol and fifty rounds, electric pocket lamp, motor reserve parts and tools, axe, snow shovel, extra rucksack, ropes, ice anchor, reserve ski pole, petrol bucket and funnel, aniline, senna grass, three pilot balloons, three pairs of snow shoes; then there was all the photographic apparatus, which included one large and one smaller motion picture camera, six hundred meters of film, two small cameras with films and plates. Added to this was a Behm deep-sea sounding apparatus with charges (a most interesting rig, by the way, which will be described later) and all the Arctic charts to be used for plotting their courses.

Continuing, Riiser-Larsen says: "For flying in a cold temperature it is of the greatest importance that the pilot, who must sit still the whole time, should be warm and properly clad. It is easy to find the most beautiful heavy leather suits which can withstand every attack of cold and frost, but it is not so easy to find garments which are appropriate for all circumstances. Even though the pilot has to sit still, he must have freedom to move about without his clothes handicapping him. They must in all respects be easy and pliable. What is more important is that they should be absolutely suitable for any work which may be needed before the start and after the landing. I shall try to explain why a little more intimately. There will always be one thing or another to be done immediately before a start is made, and as far as we are concerned we might have to land to take observations at any time, and start off again immediately afterwards. If during such a landing we kept on all our flying clothes as we moved

about the ice, we should quickly become much too warm; our underclothes would become clammy, causing us to shiver when we should once again rise in the air. Had we only one heavy outer set of clothes, and we took it off for any reason, we should risk taking a severe cold, and would start flying again thoroughly chilled. Our outer clothes were therefore arranged in several piles so that without waste of time we could take them off or put them on again to suit the temperature, according to whether our work was strenuous or not. Next to the skin we wore a quite thin woolen vest and a pair of pants of the same material. On the top of these we had a pair of heavy pants and a vest of Iceland wool. Then long trousers, and a jumper, with a woolen helmet to pull over the head. (They) were made of a thin, comfortable wind-proof cloth. This was our working kit and also our skiing rig-out intended to be worn should we eventually have to set out on a march to reach land." On top of these they wore a ". . . flying suit composed of a roomy jacket and long trousers made of thin pliable leather with camel hair outside. On top of these we wore a sealskin 'anorak' (Eskimo jacket with peaked hood). On our heads we had a leather-lined flying helmet. Should this not afford sufficient warmth, we could draw the anorak's hood over our heads. In order to have glasses which would be suitable for any possible condition we had taken with us a pair of ordinary spectacles with clear glass. At the side of the pilot's seat hung a pair of goggles and a pair of sun-glasses; also a mask with which one could cover the greater part of one's face. However, as we sat well protected behind the wind screen, we were never required to use the mask. I might mention in conjunction with all this that we took advantage of the opportunity to discard shaving from the first day. Round our necks we wore a big woolen scarf, and on our hands a pair of specially made gloves of double pigskin, with wool both inside and out. Over these we drew a pair of gloves of thin, wind-proof material, which went right up to the elbow where they could be drawn up and tied. Details of the footgear are given in Captain Amundsen's account, but I might add, in conclusion, that any one could fly in this kit daily in the most severe cold."

Soundings—It will be well to break here for a moment and quote a brief account of the exceedingly simple instrument with which soundings of the sea were made. "The weight of the whole equipment, with all its parts, was but a few kilograms. There was therefore no obstacle in the way of our taking it with us in the flying machine—and we could also have taken it with us even had we had to make a march towards land. The principle was simple enough. A water-tight microphone was sunk about four meters (twelve feet) down in the water of a crack in the ice. This microphone was attached by a line to an ordinary head-phone set, which the observer wore. At a distance of from twenty-five to fifty meters deep a little charge was sunk under the surface of the sea. This charge contained ten grams of trinol and was provided with a detonator. It was exploded by an electric spark. The observer set a stop watch going when he heard the explosion, stopping it as soon as he heard the echo from the sea bottom. On May 28th we took two soundings immediately after each other, and in both cases the stop-watch's time proved to be five seconds. As sound travels in sea water at the rate of fifteen hundred meters per second, the distance from the surface down to the bottom and up again (the

necessary course taken by the sound in order to be heard) was equal to 7,500 meters, and thus the sea's depth was at this place just half that amount; namely 3,750 meters. The echo was quite sharp and not to be misunderstood. Therefore during a later drift, as we did not move far from the place where we had taken the first sounding, we took no more. We wished to reserve the spare cartridges for the possible march."

Why the Dornier-Wal—"There are three kinds of under-carriages to choose from—skis, floats, or flying boats. If one had chosen skis or floats, and should strike against a projection with them, tearing off the under part, the machine will turn over, and a continuation of the flight with the same machine will be impossible.

"A flying boat on the contrary has fewer sidewise projections (which means that it would be less exposed to the danger of being damaged by unevennesses) and, furthermore, it will not capsize so quickly. If one has also ordered it of durable aluminum it will afford the uttermost safety. Where a big strain would tear the bottom of a wooden boat (making reparation impossible or at least very difficult in the conditions prevailing up there) under the same strain durable aluminum would only suffer some denting which could be straightened out again if it proved sufficient to hinder progress. Aluminum does not break easily.

"There are also other reasons that counted in making the choice of a type of boat. Should one have the intention of rising from deep snow, the burden (of the boat or the machine's undercarriage) lying on the snow must not be greater than a certain weight on the flat, namely, 600 kilograms per square meter.

"As our machine would average a weight of six tons it was a simple matter to calculate that we must lie on an area of at least ten square yards, and even then it would be bearing the maximum weight. Thus, a ski-attachment would be particularly heavy, and the floats would have to be unnecessarily large if the bottom's lines were to satisfy the seaman-like desire 'to rise from the water.'

"After making these calculations we were never in doubt, but decided that we should choose a flying boat built of durable aluminum. With regard to ski-machines, we should gain a further advantage in being able to land in, or raise from, possible water-lanes, while in a wooden boat a collision with ice in the water-lanes presented a smaller risk.

"The point now was to find the right duraluminum boat as Dornier was not the only builder of such boats. If one wished to rise from loose snow it is not only the flat-weight which counts, but it is distinctly necessary pushing aside of snow when gliding forward. There was thus only one type of boat which satisfied our demands and that was Dornier-Wal.

"Dornier-Wal has furthermore a distinct advantage which we first became aware of up in the ice regions. It has not got wing-floats to affort the necessary stability on the water, but for this purpose, —as shown in the illustration—has attached to each side of the propeller a big 'flyndre.' During our start from the water-lane the boat sank through the new ice and a part of the weight fell on the 'flyndres.' In this way we were able to go to the assistance of N. 25 in the capacity of an ice-breaker and help it out of several critical situations. Had there been floats on the wings, too great a weight would naturally have fallen on these, and we should have been unable to avoid damage.

"From the above it can be seen that

there was nothing else for it but to choose Dornier-Wal for our flight. The best of these reasons in my estimation is the fact that it is fitted with Rolls-Royce twin-engines (Eagle IX). I should scarcely have agreed to undertake a flight of this kind without a Rolls-Royce. It is not a matter of 'chance' that made Dornier fix Rolls-Royce engines to his Wal type: it would have been bad policy to put anything but the very best engines in a flying-machine of the 'Wal's' high standard.

"It will also be noticed from the illustrations that the 'Wal' is fitted with two engines and that these are placed immediately behind each other—one pulls and one pushes—thus the aft propeller, each rotating in its own way. The wonderfully effective qualities which are thus attained, in conjunction with the suitable lines and ingenious 'wing-frontage,' make it possible for a weight equal to that of the machine itself to be lifted. As we started from King's Bay we had a load of 3,100 kilograms, while the 'Wal' itself weighs 3,300 kilograms—yet the machine rose with such ease from the ice that I am sure we could have taken an additional 200 kilograms on board. This very fact seemed most apparent during the hardships we underwent in the ice regions, when we thought longingly of how many boxes of biscuits or how much tobacco we might safely have brought with us. We always closed these ruminations by a unanimous agreement that it was a good thing we had carried no more with us than we actually had brought, for a heavier load might have demanded more revolutions from the engine.

"The oil-tank on a Dornier-Wal stands with one of its sides outside the engine-gondola's wall. This side is furnished with cooling ribs for cooling off the oil. On our machine the tank was designed right into the engine's gondola and therefore any cooling off was unnecessary. In addition to this capsules were built over the motors so that the heat from the engines could be kept in the gondolas without cooling down like the temperature outside. All the pipes were bound many times round with linen strappings. Certain pipes had the inner layer of bindings of felt. This provision was made both as a means of isolation from the cold and to prevent 'burst pipes.' Experience here in Norway and in other lands shows us that most motor trouble on a long flight originates in one or other of the pipes. The motor conducts itself well generally. Truly I have seldom, if ever, seen a motor-construction so free from vibration as on our machines and therefore there was little possibility of burst pipes. As a safety measure, all the same, I regard such binding as necessary. To the cooling water we added 4% pure glycerine and thus had a mixture which would not have frozen before we had —17°C. and we did not have such a low temperature up in the ice regions."

Meanwhile, in New York, Lincoln Ellsworth had been finishing up the business details that naturally arose in connection with such an undertaking. All the motion picture, still picture, story and news rights had to be satisfactorily arranged. As it turned out, the New York "World" was the largest single contracting party in this arrangement, for they took it upon themselves to send one of their best reporters to accompany the expedition as far north as the last land base which was later located at King's Bay, Spitzbergen, as stated above. Upon the completion of this, word was cabled to Captain Amundsen and the Aero Club of Norway to go ahead with the European contracts.

Lieutenants Riiser-Larsen and Dict-

richson had, meanwhile, been carrying on with the transport of the equipment; and after a somewhat anxious voyage they and the good ship "Hobby" arrived safely with all the cargo at Tromsö. Continuing the account from Captain Amundsen's log, the entire personnel of the expedition was composed of the following: "On board the 'Hobby' were Riiser-Larsen, Dietrichson, Omdal, Berge (the photographer), and Green (the Rolls-Royce mechanic). On board the 'Farm' (which latter vessel had been loaned to the expedition by the Norwegian Navy Transport Service) were Captain Hagerup (the ship's captain), Lieutenant Torkeldsen (the second in command), ice-pilot Ness, Doctor Matheson, Director of the Pisaverkene (the Dornier-Wal Aero factory) Schulte-Frohlinde, the two mechanics Feuhct and Zinsmayer, the journalists Ramm and Wharton, the meteorologist Doctor Bjerknes, the guide Calwagen, also Devold, the cook Olsen, Sailmaker Ronne, Horgen, the chemist Zapffe, Lincoln Ellsworth and myself."

At King's Bay—On the afternoon of April 11, the "Hobby" reached King's Bay. The story of how they forced a lane into shore by blasting with dynamite through the drift ice, and how they unloaded the precious cargo and set it up on the shore, ready for the final takeoff on the last leg of the journey, is an epic of Polar history all by itself. The meteorologists had already begun their work of keeping check on the weather of the entire Polar basin, and as the reports were worked up in conjunction with wireless and radio weather data sent to them from all over Europe and America, their prophecies were even more accurate than either Captain Amundsen or Ellsworth had hoped for.

"Our stay in King's Bay," says Amundsen, "began really with the baptism of the 'salon.' That was on Sunday, April 19th. The furniture of the 'salon' was quite different from what it originally had been. Its contents were composed of a long board and four trestles. In addition to this, and on account of the shortage of room elsewhere, it was necessary for the 'salon' to house the pantry. This stood beside the entrance. A little gramophone supplied us with all the music we desired. But what was missing in the way of furniture in the 'salon' was made up for by the culinary masterpieces. And here competition was strengthened by originality. Yes, there were even a few who risked saying that . . . No, I won't repeat it, as one says so many things. On the evening of the christening there were twenty-six people around the table. I see by my diary that the number was 'legion,' but my diary has to be discreet, so it keeps silent about the rest.

"There is nothing particular to relate about the days which followed. One followed the other just exactly as ordained by the almanac. Some (yes, the most) were beautifully sunny and beautifully colored from the magnificent glaciers. Others were overshadowed with fog and snow. The day in the week which we looked forward to with the most pleasure was not Sunday, as you might be inclined to believe, but Friday. Every Friday at 5:30 P. M. there was a steam bath; a proper, really good steam bath. There was nothing mean about the heat in this as we had coal all around us, wherever we went, and wherever we stood. It was far meaner as regards the quantity of water, but we did not bother about that. The bath was naturally very popular. In the morning the ladies had their turn; in the afternoon the Directors with their staff along with the members of the expedition. Saturday was bath day for the miners.

1. "Hobby," with the planes aboard, entering King's Bay, April 11, 1925.
2. Unloading the planes—King's Bay.
3. No. 24—A few minutes before the start.

"Over and above this a very important piece of work had to be done in these days: i. e., getting the provisions and equipment ready for the flight. In case it should interest anybody, I will here repeat my list exactly as it appeared:

FULL RATION LIST.

Pemmican	400 gr.	per man per day
Chocolate	250 gr.	
Oat Cakes	125 gr.	
Dried Milk	100 gr.	
Malted Milk	125 gr.	
Total	1000 gr. kg.	

RUCKSACK.

One change, diary, compass, matches, tinder, housewife, snow glasses, cup and spoon, pipe and tobacco, linen thread, sailcloth gloves, one pair ski-shoes, one long knife, one pair skis, two staves, one pole, one sleeping bag.

EQUIPMENT PRINCIPALLY FOR THE MACHINES.

One boat, one sledge, one tent, one medicine case, one Primus, petroleum, reserve belts, one Meta cooking stove with plates, two sextants, one level, navigating equipment, six small and four large smoke bombs, one cooking pot, motor spare parts, tools, two snow shovels, one ice anchor, one log, one sun compass, one pair of glasses, ten plugs, meteorological instruments, one shotgun, one rifle, 400 cartridges, Colt revolver, 25 shots, senna grass, benzine pump, hose and bucket, camera, films and plates, soldering lamp.

"On the 29th of April the 'Farm' attempted to go to Green Harbour to fetch and take the mail. However, she did not get far before the ice stopped her. By dinner time the next day she had returned.

"Ellsworth and I now went every day to the wireless station in order to take the time signal from the Eiffel Tower so that we might check our watches. We had each three watches for use on the flight. Fortunately they never went wrong. We checked the time signals for fourteen days before our departure and thus we were absolutely certain of the correctness of our watches.

"On the 4th of May, a strange, restless and unsettling sort of day, we began to long for the moment when we could leave. The meteorologists announced that that particular morning would be a fine opportunity to go and we were not long in replying, 'All is ready.' 'Farm' and 'Hobby' got orders to make ready to sail northwards and all hands were called on deck to help to get everything in order. In the meantime a northeasterly wind sprang up and retarded the mechanics from completing the final little 'finishing-off' touches. We were therefore compelled to put off our intended start until the weather improved. In the meantime the boats made ready and on the next evening—May 5th—'Farm' and 'Hobby' steered northwards in order to reconnoiter round the Danske Oen to see if they could find a good place for us to start off from the ice. That evening we had —18°C. No work could be done. On the 6th we received a wireless from the 'Farm' from South Gate which announced that the weather was very uncertain and that we ought to wait. They announced also that they had found no suitable starting place on the ice. The ice all around was uneven and banked up and consequently useless for our purpose.

"After the machines were ready to start we saw clearly that the maximum weight of 2,600 kg., which the factory said we could carry, was going to be considerably increased. We could see that if we had to make the flight we must at least carry 3,000 kg.—perhaps more. The two pilots, Riiser-Larsen and Dietrichson, thought that it would be quite possible to rise with this from the ice. Director Schulte-Frohlinde doubted the possibility of this. The two former, however, had great experience in rising from the ice and my trust in them was complete. To rise from the water with this weight would hardly have been possible. On the eighth evening 'Hobby' came back announcing that the

ice conditions were bad, the weather was stormy and the temperature as low as —23°C.

"We decided, therefore, to wait some time hoping for an improvement in the weather and a more reasonable temperature.

"On the 9th N. 25 left its 'cradle' on Spitzbergen for the first time and made a few trial runs on the ice. Everything went well and the pilot was very satisfied. On the morning of the 11th 'Farm' returned, thus finishing this part. Now we were all ready to make use of the first opportunity which the meteorologists should advise. The temperature rose quickly and steadily and in the days that followed it was quite clear that spring was coming.

"The 17th of May dawned and was spent exactly as it should have been. A salute in the morning, Olympic games, and a gala dinner in the evening in the 'salon.' On the 18th Dr. Bjerknes announced that the prospects were so good that we should hold ourselves ready for a flight at short notice. We were ready. The weather on the 19th was still not exactly as the prophet wished it to be. In the meantime, however, we made 'all clear' and got the machines down to a definite starting place where one could slide down a grade direct on to the fjord ice. Local bad weather on the 20th prevented us from starting. The filling of the petrol tanks was finished and by eventide we were absolutely ready.

"As I, on the morning of the 21st of May, stuck my nose out of the window I realized at once, without further confirmation from our weather prophets, that our day had arrived. It was brilliant summer weather with a tiny breeze blowing from the fjord, exactly what the pilot wished for. The starting time was fixed for four P. M. The sun was in a favorable position for our sun compass and gave us the greatest aid in our flight. Even at breakfast time we could notice that there was a little excitement in the camp. Many of the members of the expedition, who otherwise would still have been invisible during the time I usually took my breakfast, had in this case already breakfasted and disappeared. It was unnecessary to send a messenger around to say the day had arrived. Every one was making his preparations for departure and the different members could be seen with hands full of private belongings disappear beside the machines and return empty-handed. Each of these little journeys brought more weight and by the time the last pin was fastened we were carrying a load of 3,100 kg., or about 500 kg. more than we were supposed to carry. Director Frohlinde had always insisted in his opinion that we ought to make some trial trips. The airmen said, 'No.' As the differences of opinions will be disentangled later on I shall not say more about this here. All the morning a crowd of people were crossing over to the starting place. Everybody who could be there was on the spot. Dinner was taken in the 'salon' and if some one had come in by chance he would have noticed something unusual going on. The only guests we had in the 'salon' were six Thermos flasks, set up ready for the road. These contained chocolate; beside them were our only provisions for the flight, and the box of Mrs. Clausen's oat-cakes. The only person who disturbed the dinner's quiet and friendly course was the steward, who thought he ought to wish his comrades a good journey and thank them for assembling there. Thus was the last dinner at an end and the 'salon' again took on its old form as the coal company's sailboat works. *'Sic transit gloria mundi.'*

"As I left my good and comfortable quarters in the house of the Director, his good-natured housekeeper, Berta, stood there with two packets, which she held out to me. 'There is one for each machine,' she said. 'Just a little "snack" for the journey.' Oh, Berta, could you but see how gladly and with what warm thanks in our hearts we took the delicious sandwiches and eggs carefully and slowly from the packages, eating them with pleasure, as our last civilized meal for a long time to come,—you would certainly be overjoyed!

"At three o'clock in the afternoon we were all gathered beside the machines. As I have already remarked—one is never ready. Director Frohlinde went round and looked carefully at everything. Green, the Rolls-Royce mechanic, listened first to the one and then to the other of the motors. At four o'clock all four motors were warming up. It was a sign for all of us that our hour was almost there. Both sun compasses, which had been set at four o'clock, started going—and the motors started humming. Whilst we put on our heavy flying clothes the two flying men and observers did likewise, wearing similar garments—thick underclothes of wool with leather on top. The point which I personally had always been afraid of during a flight was the condition of my legs. The tremendous speed, which necessarily causes a strong draught and lowers the temperature, puts our shoes naturally to a very strong test. It was not often that my experience proved of actual use to me, but this time I really did get some good out of it. On my earlier journeys it had often been necessary for me to stand hour after hour as observer. When the temperature was below —50°C. and 60°C., which often happened, one must have very special footwear. I found out then that one ought to have good warm footwear on, preferably loose leathe. stockings and leather shoes (such as the Eskimos wear), and in addition to this the feet should be put into enormous canvas shoes filled with senna grass, which forms a complete lining to the shoes and renders protection to the feet. That time years ago we had taken no Eskimo shoes, but used felt shoes and a pair of thin stockings and above these we wore gigantic canvas shoes filled with large quantities of senna grass. The result was brilliant. Not only did we not freeze, but one or two grumbled because they were too warm. The pilots wore thick leather gloves which gave complete protection to their hands. Personally I wore only an old pair of woolen gloves as I had to write continually. The mechanics were not so heavily clad, as they were continually on the move, passing between the petrol store and the motor, and for this reason they had to be lightly clad. As soon as we were dressed the various members took their places. Ellsworth and I were in the observation seats. Riiser-Larsen and Dietrichson were in the pilots' seats and the two mechanics, Feucht and Omdal, were beside the motors. My place was in the observation seat of N.25, which lay forward. In the seat behind me—the pilot's seat—was Riiser-Larsen and in the petrol store behind him was Feucht. In N.24 the arrangements were the same for Ellsworth, Dietrichson, Omdal. Feucht, who had accompanied Director Schulte-Frohlinde from Pisa, was only taken on as a member of the expedition a few days before the start; he had up to that time remained in the factory's service. He is a German by birth and had been employed by the factory for a long time, being considered an exceptionally capable mechanic which will be proved here later. Every

one was now ready to say good-bye and a long queue passed by the machines. Mention of the photographer must not be forgotten, either, in this connection."

May 21, 1925, was indeed the day and when the leaders rolled out of their bunks Doctor Bjerknes, Calwagen and the rest of the meteorological staff were waiting with the following message: "Conditions today are as favorable as can be expected. . . ." Doctor Bjerknes adds, "It was not without nervousness that I advised the airmen of this result. . . . Never have I given a weather forecast with a heavier sense of responsibility. It was almost weighing me down with its fateful importance, but on the other hand it was bracing to note how the airmen arrived at their *much more responsible decision:* 'We start today!'"

Before the start, the following orders were given out: (1) The command of the remaining part of the expedition was to be taken over by Captain Hagerup of the "Farm." (2) In fourteen days from the start of the expedition's return by flying machine might be expected. "Farm" and "Hobby" should remain together in the fairway by the Danske Oen so long as it was possible to see the North Coast. Should the light diminish, "Hobby" must steer toward the east as far as conditions allowed, but not east of Verlegen Hook. (3) After fourteen days had passed, "Hobby" was in any event to steer eastward if possible as far as Nordkap. After collaborating with "Farm," both will take up the work of patrolling as near the edge of the ice as possible, both ships keeping a sharp lookout. (4) From the 16th to the 19th of May "Farm" shall remain in King's Bay for boiler-survey. (5) The ships (if necessary "Hobby" doing this alone should "Farm" have gone back earlier) shall remain by the north coast of Spitzbergen and continue patrolling for six weeks, counting from the start; "Hobby" going afterwards to King's Bay to collect the remaining material to be delivered at Tromsö, where it will be sent back in accordance with the special instructions enclosed. The dispatching will be attended to by the chemist Zapffe. (6) When "Farm" goes to King's Bay for boiler survey it will give those members of the expedition who wish it the chance to accompany the boat to King's Bay in order to travel home by the first opportunity.

The Start—The time was ten minutes past five. The motors were quite warm and Green, the Rolls-Royce man, nodded approvingly. His smile expressed complete satisfaction. "A last handshake with Director Knutsen, and then good-bye. The motors were running at top speed as N.25 trembled and shook. The plan was that this machine should make the first start and try if possible to get out over the fjord with the wind in order to turn at a low altitude between the fjord boundaries." If this were not successful they were to turn sharply and set their course against the wind, back towards King's Bay Glacier. It was also agreed that the two ships were to try to keep together during the entire flight. The final signal was given, and with Amundsen, Riiser-Larsen and Feucht in N.25; Ellsworth, Dietrichson and Omdal in N.24, the ships got under way. N.25 was only lightly frozen to the surface of the snow, and after a little hesitation she freed herself and swept away down the fjord in an ever diminishing cloud of snow. N.24 was more tightly set in her frosty bed, however, and it was only with the combined help of all hands that she managed to wrench herself free and go racing away in the wake of her sister. But just at the moment she broke away Dietrichson, the pilot, heard an ominous crackle along the

The Waldorf-Astoria
New York

Very sorry cannot obtain Third machine
Our plan has and always will be to cross from
Spitsbergen to Alaska but at present time we
will agree to polarflight with two planes as a
reconnoitring trip for coming transpolarflight

New York Decbr 30th 1924

Roald Amundsen
Lincoln Ellsworth

PHOTOSTAT OF DOCUMENT IN POSSESSION OF THE CONSUL GENERAL OF NORWAY IN NEW YORK.

bottom plates and knew at once that some of the keel-rivets had been forced in the wrenching. Even Director Schulte-Frohlinde, from his watching place, heard something of that sound, and his face grew anxious. N.25, meanwhile, was roaring down the long stretch of snow-surface. The hiss of the snow beneath the runners lessened and finally dwindled away. N.25 was clear of the ground—and N.24 was close at her heels; both ships reaching for safe altitude. One wide, climbing turn and away they went—straight up the coast toward the last point of land. Amundsen described it as *"just like jumping blindfolded into the universe."*

It was Amundsen's wish to fly to the North Pole, land there if possible, abandon one plane in order to refuel the other from her, and with the remaining plane go on to Point Barrow, Alaska, because the real interest of both Amundsen and Ellsworth was *not the attainment of the North Pole*—Peary having already been there—but the exploration of the great million square miles of the unknown Polar Basin.

The Flight—Ellsworth's account of the flight is the most illuminating: "The first two hours of our flight, after leaving the Amsterdam Islands, we ran into a heavy bank of fog and had to rise nearly one thousand meters (about three thousand feet) to clear it. This ascent was glorified by as beautiful a natural phenomenon as I have ever seen. Looking down into the mist, we saw a double halo in the middle of which the sun cast a perfect shadow of our plane. Evanescent and phantom-like, these two multicolored halos beckoned us enticingly into the Unknown. I recalled the ancient legend which says that the rainbow is a token that man shall not perish by water. The fog lasted until midway between latitudes eighty-two and eighty-three. Through rifts in the mist we caught glimpses of the open sea. This lasted for an hour; then, after another hour, the ocean showed, strewn with small ice floes, which indicated the fringe of the Polar pack. Then, to quote Captain Amundsen, 'Suddenly the mist disappeared and the entire panorama of Polar ice stretched away before our eyes—the most spectacular sheet of snow and ice ever seen by man. . . .' From our altitude we could overlook sixty or seventy miles in any direction. The far-flung expanse was strikingly beautiful in its sheer and utter simplicity. There was nothing to break the complete monotony of snow and ice but a network of narrow cracks or 'leads,' which scarred this everlasting white surface and was the only indication to an aerial observer of the ceaseless movement of the Polar pack. We had crossed the threshold into the Unknown. I was thrilled at the thought that never before had man cast himself with such speed—seventy-five miles an hour—into unknown space. The silence of ages was now being broken for the first time by the roar of our motors. We were but gnats in an unknown void. We had lost all contacts with civilization. (Their radio equipment was left behind to lighten the planes.) Time and distance suddenly seemed to count for nothing. What lay ahead was all that mattered now.

> Up along the hostile mountains,
> Where the hair-poised snow-slide quivers.

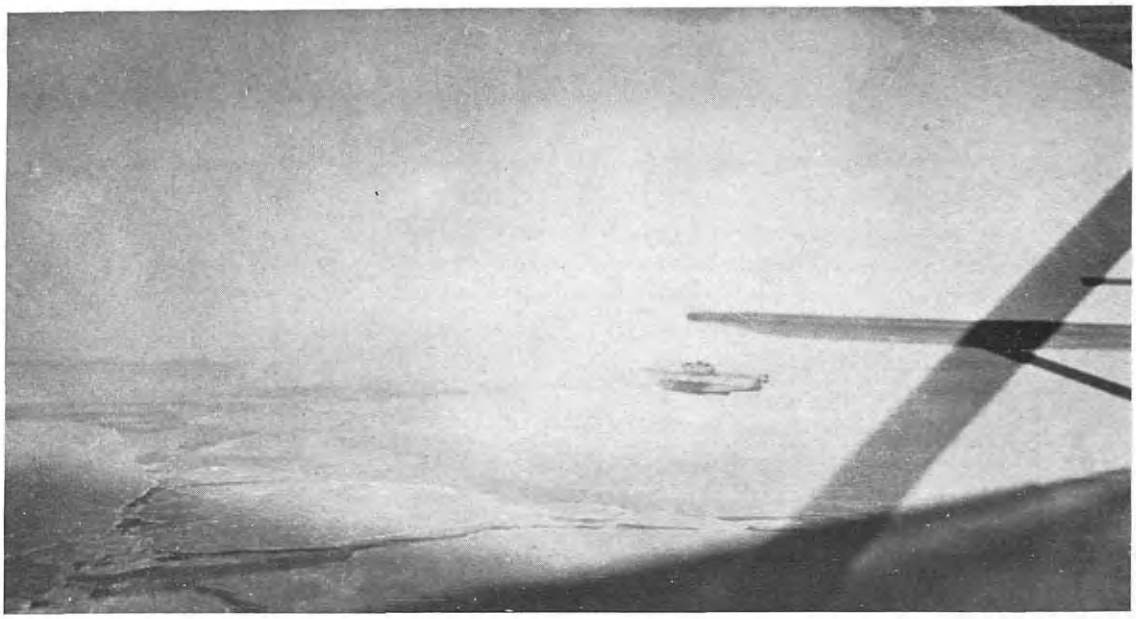
"On we sped for eight hours, till the sun had shifted from the west to a point directly ahead of us. (At that time of the year the sun never sets in the Arctic.) By all rights we should now be at the Pole, for our dead reckoning shows that we have travelled just one thousand kilometers (six hundred miles), at seventy-

five miles per hour. But shortly after leaving Amsterdam Islands we had run into a heavy north-east wind, which had been steadily driving us westwards. Our fuel supply was now about half exhausted, and at this juncture, strangely enough, just ahead of us appeared the first open lead of water that was large enough for an aeroplane to land in that we had encountered on our whole journey north. There was nothing left now but to descend for observations to learn where we were. As Captain Amundsen's plane started to circle for a landing, his rear motor backfired and stopped, so that he finally disappeared among a lot of ice hummocks, with only one motor going. This was at one o'clock in the morning of May 22.

Forced Landing—"The lead ran east and west, meeting our course at right angles. It was an awful looking hole. We circled for about ten minutes, looking for enough open water to land in. The lead was choked up with a chaotic mass of floating ice floes, and it looked as though someone had started to dynamite the ice pack. Ice blocks standing on edge or piled high on top of one another, hummocks and pressure-ridges, was all that greeted our eyes. It was like trying to land in the Grand Canyon. We finally came down in a little lagoon among the ice floes, taxied over to a huge ice cake, and anchoring our plane to it, jumped out with our sextant and artificial horizon to find out where we were. Not knowing what to expect, I carried my rifle, but after our long flight I was a bit unsteady on my legs, tumbled down into the deep snow, and choked up the barrel. Our eyes were bloodshot and we were almost stone deaf after listening to the unceasing roar of our motors for eight hours—the stillness seemed greatly intensified.

"Looking around on landing, I had the feeling that nothing but death could be at home in this part of the world and that there could not possibly be any life in such an environment, when I was surprised to see a seal pop his head up beside the plane. I am sure he was as surprised as we were, for he raised himself half out of the water to inspect us and seemed not at all afraid to approach, as he came almost up to us. We had no thought of taking his life, for we expected to be off and on our way toward the Pole after our observation. His curiosity satisfied, he disappeared, and we never saw another sign of life in those waters during our entire stay in the ice. Our observation showed that we had come down in Latitude 87° 44′ North, Longitude 10° 20′ West. As our flight meridian was 12° East, where we landed was therefore 22° 20′ off our course. This westerly drift had cost us nearly a degree in latitude, and enough extra fuel to have carried us to the Pole. As it was, we were just one hundred and thirty-six nautical miles from it. At the altitude at which we had been flying just before descending, our visible horizon was forty-six miles; which means we had been able to see ahead as far as Latitude 88° 30′ North, or to within just ninety miles of the North Pole. We had left civilization, and eight hours later we were able to view the earth within ninety miles of the goal it had taken Peary twenty-three years to reach. Truly 'the efforts of one generation may become the commonplace of the next.'

"When we had finished taking our observation, we began to wonder where N.25 was. We crawled up on all the high hummocks near by and with our field glasses searched the horizon. Dietrichson remarked that perhaps Amundsen had gone on to the Pole. . . . It was not



1. Six hundred miles into the Unknown.
2. N. 25 just before landing at Lat. 87° 44'.
3. A forced landing—136 miles from the North Pole.

until noon, however, of the 22d that we spotted them from an especially high hill of ice. The N.25 lay with her nose pointing into the air at an angle of forty-five degrees among a lot of rough hummocks and against a huge cake of old blue Arctic ice about forty feet thick, and about three miles away. It was a rough-looking country, and the position of the N.25 was terrible to behold. To us it looked as though she had crashed into this ice. We of the N.24 were not in any too good shape where we were. We had torn the rivets loose on the bottom of our plane when we took off from King's Bay, so that she was leaking badly; in fact, the water was now above the bottom of the petrol tanks. . . . Also, our forward motor was disabled. In short, we were badly wrecked. Things looked so hopeless to us at that moment that it seemed as though the impossible would have to happen ever to get us out. No words so well express our mental attitude at that time as the following lines of Swinburne's:

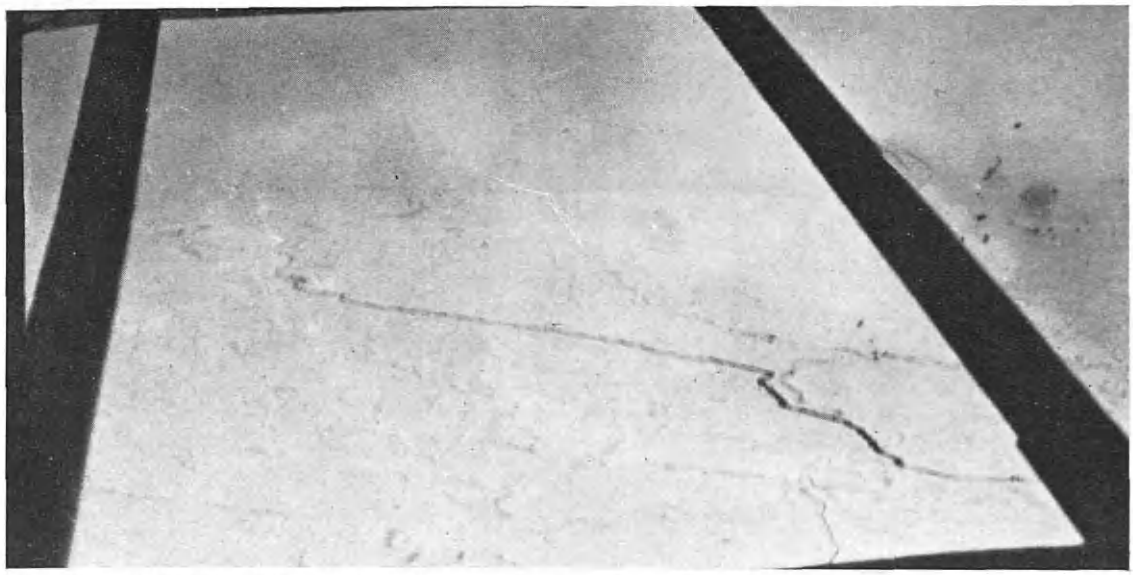
From hopes cut down across a world of fears,
We gaze with eyes too passionate for tears,
Where Faith abides, though Hope be put to Flight.

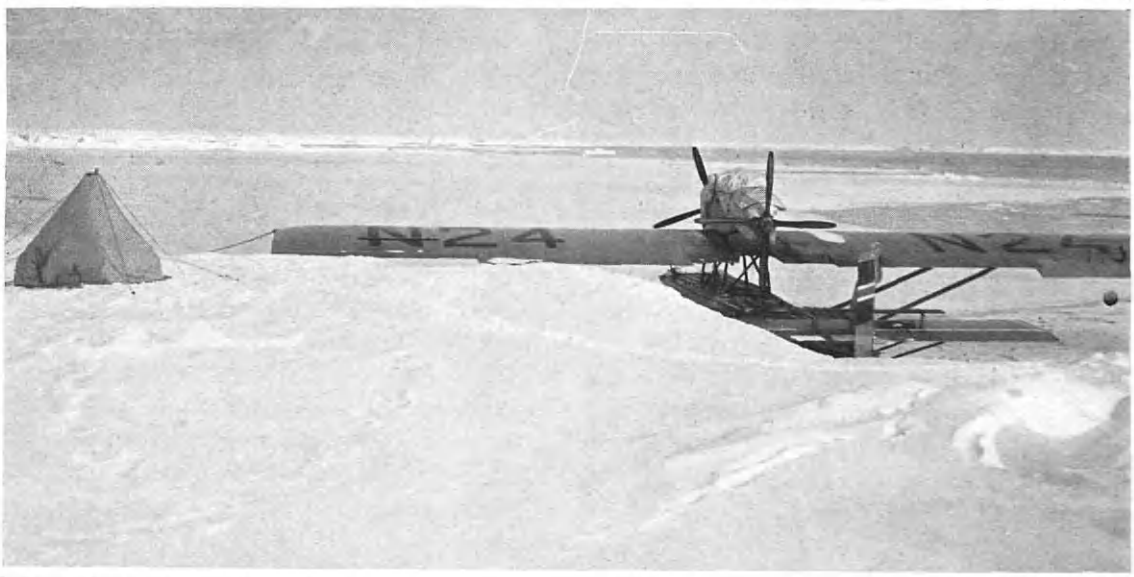
"That first day, while Dietrichson and I had tried to reach the N.25, Omdal had been trying to repair the motor. We dragged our canvas canoe up over hummocks and tumbled into icy crevices until we were thoroughly exhausted. The snow was two to three feet deep all over the ice, and we floundered through it, never knowing what we were going to step on next. Twice Dietrichson went down between the floes, and only by hanging on to the canoe was he able to save himself from sinking. After half a mile of this we were forced to give up and return. We pitched our tent on top of the ice floe, moved all our equipment out of the plane into it, and tried to make ourselves as comfortable as possible. But there was no sleep for us and very little rest during the next five days. Omdal was continually working on the motor, while Dietrichson and I took turns at the pump. Only by the most incessant pumping were we able to keep the water down below the gasoline tanks. Although we had located the N.25, they did not see us until the afternoon of the second day—May 23d. We had taken the small inflated balloons, which the meteorologists had given us in order to obtain data regarding the upper air strata, and after tying pieces of flannel to them, set them loose. We hoped that the wind would drift them over to N.25 and so indicate to them in what direction to look for us. But the wind blew them in the wrong direction, or else they drifted too low and got tangled up in the rough ice.

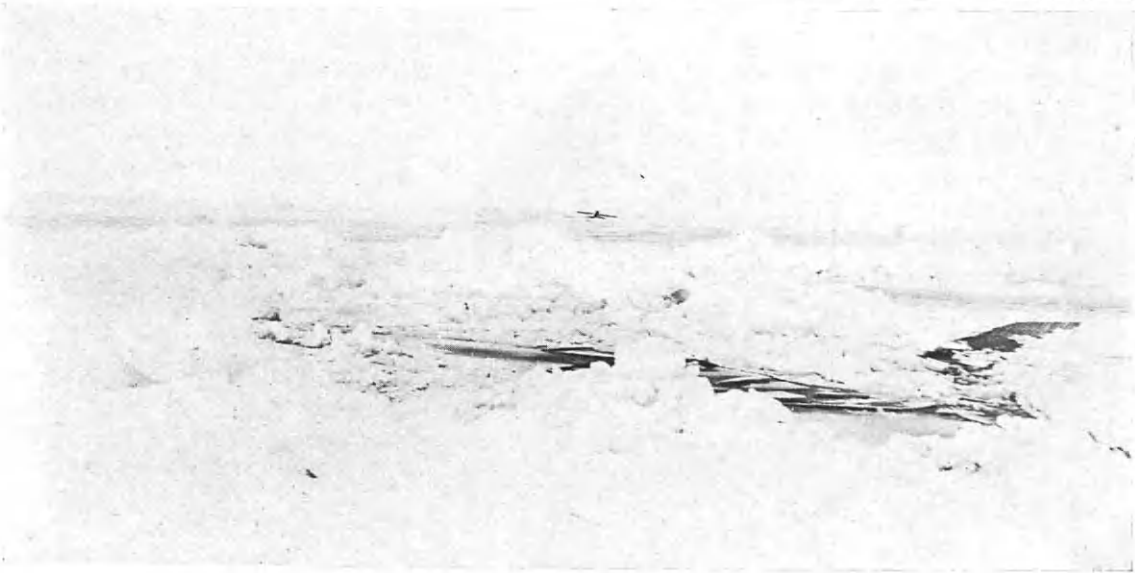
"Through all the first day the wind was blowing from the north and we could see quite a few patches of open water. On the second day the wind shifted to the south and the ice began to close in on us. It was as though we were in the clasp of a gigantic claw that was slowly but surely contracting. We had the feeling that soon we would be crushed. On the third day, May 24th, the temperature was —11.5° Centigrade, and we had trouble with our pump freezing. The two planes were now slowly drifting together, and we succeeded in establishing a line of communication, so that we knew each other's position pretty well. It is tedious work, semaphoring, for it requires two men: one with a flag, and the other with a pair of field-glasses to read the signals. It took us a whole hour merely to signal our positions, after which we must wait for their return signals and then reply to them. On this day, after an exchange of

signals, we decided to try and reach Amundsen. We packed our canvas canoe, put it on our sledge, and started across what looked to us like mountainous hummocks. After only going a few hundred yards we had to give it up. The labor was too exhausting. With no sleep for three days, and only liquid food, our strength was not what it should have been. Leaving our canvas canoe, we now made up our packs of fifty pounds each, and pushed on. We may or we may not return to our plane again. According to my diary, we traveled the first two miles in two hours and fifteen minutes, when we came upon a large lead that separated us from the N.25 and which we could see no way to cross. We talked to them by signal, and they advised our returning. So, after a seven hour trip, we returned to our sinking plane, having covered perhaps five and a half miles in about the same length of time it had taken us to fly from Spitzbergen to Latitude 87.44. Arriving at our place, we pitched camp again and cooked a heavy pemmican soup over our Primus stove. Dietrichson gave us a surprise by producing a small tin of George Washington coffee. We took some of the pure alcohol carried for the Primus and put it into the coffee, and with our pipes lighted we began to feel more or less happy.

"As we smoked in silence, each with his own thoughts, Dietrichson suddenly clasped his hands to his eyes, exclaiming: 'Something is the matter with my eyes!' He was snow-blind, but never having experienced this before, did not know what had happened to him. We had been careful to wear our snow-glasses during most of the journey, but perhaps not quite careful enough. After bandaging Dietrichson's eyes, Omdal and I put him to bed and then continued with our smoking and our thoughts. It seems strange, when I think back now, that during those days nothing that happened greatly surprised us. Everything that happened was accepted as part of the day's work. This is an interesting side-light on man's adaptability to his environment. All our energies were now being bent upon getting the N.24 up onto the ice floe, for we knew she would be crushed if we left her in the lead. The whole cake we were on was only about two hundred meters in diameter, and there was only one level stretch on it of about eighty meters. It was laborious work for Dietrichson and myself to try to clear the soggy wet snow, for all we had to work with was one clumsy home-made wooden shovel, and our ice anchor. As I would loosen the snow by picking at it with the anchor, Dietrichson would shovel it away. Looking through our glasses at N.25, we could see the propellers going, and Amundsen pulling up and down on the wings, trying to loosen the plane from the ice—but she did not budge. On the morning of May 26th, Amundsen signalled to us that if we could not save our plane to come over and help them. We had so far succeeded in getting the nose of our plane onto the ice-cake, but with only one engine working it was impossible to do more. Anyway, she was safe now from sinking, but not from being crushed, should the ice press in upon her. During the five days of our separation the ice had so shifted that the two planes were now plainly in sight of each other and only about a half a mile apart. During all that time the ice had been in continual movement, so that now all the heavy ice had moved out from between the two camps. We signaled to the N.25 that we were coming, and making up loads of eighty pounds per man, we started across the freshly frozen lead that separated us from our companions.







1. 120,000 square miles of desolation and waste.
2. Trying to get N. 24 onto an ice "flow" before closing of the big lead.
3. N. 24 left to her fate.

We were well aware of the chances we were taking, crossing this new ice, but we saw no alternative. We *must* get over to N.25 with all possible speed if we were ever to get back again to civilization.

Joining Forces—"With our feet shoved loosely into our skis, for we never fastened them on here for fear of getting tangled up, should we fall into the sea, we shuffled along, slowly feeling our way over the thin ice. Omdal was in the lead, myself and Dietrichson—who had recovered from his attack of snow-blindness the next day—following in that order. Suddenly I heard Dietrichson yelling behind me, and before I knew what it was all about Omdal ahead of me also cried out and disappeared as though the ice beneath him had suddenly opened and swallowed him. The ice under me started to sag and I quickly jumped sideways to avoid the same fate that had overtaken my comrades. There just happened to be some old ice beside me and that was what saved me. Lying down on my stomach, partly on this ledge of old ice, I reached my skis out and pulled Dietrichson over, where he lay panting and exhausted. Then I turned my attention to Omdal. Only his pallid face showed above the water. It is strange when I think that both these Norwegians had been conversing almost wholly in their native tongue, that Omdal was now crying in English. 'I'm gone! I'm gone!'—and he was almost gone, too. The only thing that kept him from being dragged down and under the ice by the force of the current was the fact that he kept digging his fingers into the ice. I reached him just before he sank and held him by his pack until Dietrichson could crawl over to me and help hold him up while I cut away the overpowering weight of his pack. It took all the remaining strength of the two of us to drag Omdal up onto the old ice. Our companions could not reach us, neither could they see us, as a few old ice hummocks of great size stood directly in front of N.25. They could do nothing but listen to the agonizing cries of their fellow men in distress. We finally succeeded in getting over to our companions, who gave us dry clothes and hot chocolate, and we were soon alright again, except for Omdal's swollen and lacerated hands. Both men had lost their skis—and in view of the strong possibility of our being forced to tramp to Greenland, four hundred miles away, the loss of these skis seemed a calamity.

"We now joined our companions in the work of freeing the N.25 from her precarious position. As stated before, when Captain Amundsen's plane had started to come down into the lead, his rear motor backfired, and he was forced to land with only one motor working, which accounted for the position we now found the N.25 in. She lay half on and half off an ice floe; her nose was up on the cake and her tail down in the sea. Coming down thus had reduced her speed and saved her from crashing into the cake of old blue ice, which was directly ahead. It seemed amazing that whereas five days ago the N.25 had found enough open water to land in, now there was not enough to be seen anywhere sufficient to launch a rowboat in. She was tightly locked in the grip of the shifting ice. A most orderly routine was being enforced at Amundsen's camp. Regular hours for everything—to work, sleep, eat, smoke and talk; no need to warn these men, as so many explorers had been compelled to do, not to give one another the story of their lives, lest boredom come. These Norwegians have their long periods of silence in which the glance of an eye or the movement of a hand takes the place of conversation. This, no doubt,

accounts for the wonderful harmony that existed during the whole twenty-five days of our imprisonment in the ice. One might expect confusion and disorganization under the conditions confronting us. But it was just the reverse. We did everything as if we had oceans of time in which to do it. It was this calm, cool and unhurried way of doing things that kept our spirits up and eventually got us out of a desperate situation. No one ever got depressed or blue. We elected Omdal our cook. Although we felt better nourished and stronger after our noon cup of pemmican broth, it was always our morning and evening cup of chocolate that we looked forward to most. How warming and cheering that hot draught was! Captain Amundsen remarked that the only time we were happy up there was when either the hot chocolate was going down our throats, or else when we were rolled up in our reindeer sleeping bags. The rest of the time we were more or less miserable, but never do I remember a time when we ever lost faith! The after-compartment of our plane—a gaunt hole—served as kitchen, dining room and sleeping quarters, but it was draughty and uncomfortable, and it seemed always a relief to get out into the open again after our meals. The cold duraluminum metal overhead was coated with hoarfrost which turned into a steady drip as the heat from our little Primus stove, together with that from our steaming chocolate, started to warm up the cabin. Feucht always sat opposite me—I sat, but he squatted—we all squatted on the bottom of the plane with our chocolate on our knees. I remember how I used to covertly watch him eating his three oatmeal wafers and drinking his chocolate. I always tried to hold mine back so as not to finish before him. I had the strange illusion that if I finished first it was because he was getting more to eat than I. I particularly recall one occasion, two weeks later, after we had cut our rations in half, when I purposely hid my last biscuit in the folds of my parka, and the satisfaction it gave me to draw it out and eat it after Feucht had laid his cup aside. It was the stirring of those primitive instincts which, hidden beneath the veneer of our civilization, lie ever ready to assert themselves upon reversion to primitive conditions. We smoked a pipe apiece of tobacco after each meal, but unfortunately we had taken only a few days' supply of smoking materials. When that went, we had to resort to Riiser-Larsen's private stock of rank, black chewing twist. It took a real hero to smoke that tobacco after moistening it so as to make it burn slower and thus hold out longer. It always gave us violent hiccoughs. We were, of course, compelled to give up our civilized habits of washing or changing our clothes. It was too cold to undress, and we could not spare the fuel to heat any water after our necessary cooking was done. During all our stay in the ice I never saw Captain Amundsen take a drink of water. I was always thirsty after the pemmican, and when I called for water he said he could not understand how I could drink so much water.

"Captain Amundsen and I slept together in the pilot's cockpit, which we covered with canvas to darken it at night. I was never able to get used to the monotony of continuous daylight and found it very wearing. With the exception of Riiser-Larsen the rest of the men slept on their skis stretched across the rear compartment to keep them off the metal bottom. Riiser-Larsen had the tail all to himself, into which he was compelled to crawl on hands and knees.

1. "Where Faith abides, though Hope be put to Flight."
2. Our only implements—3 wooden shovels, a 2-lb. pocket safety-ax and an ice anchor.
3. Amundsen—Before and 25 days later.

"It took us a whole day to construct a slip and work our plane up onto the ice cake. The work was very exhausting on our slim rations, and besides, we had only the crudest of implements with which to work: three wooden shovels, a two-pound pocket safety-ax, and an ice anchor. Through hopeless necessity we lashed our sheath knives to the end of our ski sticks and with these we slashed at the ice. It is remarkable, when one considers the scant diet and the work we accomplished with these implements! Captain Amundsen conservatively estimates that we moved three hundred tons of ice during the twenty-five days of our imprisonment up there in order to free our plane. The floe we were on measured three hundred meters in diameter, but we needed a four hundred meter course from which to take off. Our best chance, of course, would be to take off in open water, but the wind continued to blow from the south, and the south wind did not make for open water. Riiser-Larsen was tireless in his search for an ice floe of sufficiently large dimensions. While the rest of us were relaxing, he was generally to be seen on the sky-line searching with that tireless energy that was so characteristic of him. Silent and resourceful, he was the rock on which we were building our hopes.

"The incessant toil went on. On May 28th the N.25 was safe from the screwing of the pack-ice. On this day we took two soundings, which gave us a depth of 3,750 meters (12,375 feet) of the Polar Sea. This depth corresponds almost exactly with the altitude of Mount Blanc above the village of Chamonix.

"Up to this time our only thought had been to free the plane and continue on to the Pole; but now, facing the facts as they confronted us, it seemed inadvisable to consider anything else but a return to Spitzbergen. The thermometer during these days registered between 9° and 11° Centigrade. On May 29th, Dietrichson, Omdal and I, by a circuitous route, were able to reach the N.24 with our canvas canoe and sledge. We must get the remaining gasoline and provisions. Our only hope of reaching Spitzbergen lay in salvaging this fuel from the N.24. We cut out one of the empty tanks, filled it from one of the fresh ones, loaded it in our canoe, put the canoe on the sledge and started back. And now we found that a large lead had opened behind us, over which we were barely able to get across ourselves, so we had to leave the tank and supplies on the farther side over night. The next day the lead had closed in again, and Dietrichson and Omdal succeeding in getting the gasoline over. The light sledge got slightly broken among the rough hummocks, which was an additional catastrophe, in view of the probability of having to walk to Greenland. We now had two hundred and forty-five additional liters of fuel—fifteen hundred liters all together—or a margin of three hundred liters on which to make Spitzbergen, providing we could get off immediately. On May 31, an inventory of our provisions showed that we had on hand:

285 half-pound cakes of pemmican
300 cakes of chocolate
3 ordinary cracker tins of oatmeal biscuits
3 20-pound sacks of powdered milk
3 sausages, 12 pounds each
42 condensed milk tins of Horlick's Malted Milk Tablets.
25 liters of kerosene for our Primus stove (We later used motor fuel for cooking).

"Our observations for Latitude and Longitude this day showed our position to be 87.32 North and 7.30 West. It meant that the whole pack had been steadily drifting south-east since our arrival. It was at least some consolation

to know that we were slowly but surely drifting south, where we knew there was game. How we should like to have had that seal we saw the first day! We had seen no life of any description since, neither on the water nor in the air, not even a track on the snow to show that there was another living thing in these latitudes but ourselves. It is a land of misery and death.

"With a view to working the longest possible time in an attempt to get the N.25 clear, and at the same time have sufficient provisions left with which to reach Greenland, Captain Amundsen felt that it was necessary to cut down our daily rations to three hundred grams per man, or just one-half pound per man per day. This amounted to one-half the ration that Peary fed his dogs per day on his journey to the Pole. By thus reducing our rations, he figured that our provisions would last for two months longer. Captain Amundsen now set June 15th as the date upon which a definite decision must be arrived at. On that date something must be done; so a vote was taken, each man having the option of either starting on foot for Greenland on that date, or else sticking by the plane with the hope of open water coming while watching the food dwindle. There was much divided opinion. It seemed absurd to consider starting out on a long tramp when right by our side was 640-horse-power lying idle, which could take us back to civilization within eight hours. Captain Amundsen was for staying by the plane. He said that with the coming of summer the leads would open. Riiser-Larsen said that he would start walking on June 15th. Feucht said that he would not walk a foot and that he would stick by the motors. Omdal said that he would do what the majority did, and I said I would prefer to wait until June 15th before making a decision. My own mind was, however, pretty well made, for if I ever succeeded in traveling a hundred miles toward Greenland on foot I would be doing well. Yet sitting down by the plane and watching the last of the food go was a thing that ran counter to my every impulse. I agreed with Captain Amundsen that I should much prefer to 'finish it' on my feet. I think that all really believed that in our worn-out condition, carrying thirty pounds on our backs and dragging a canvas canoe along with which to cross open leads, none of us would be able to reach the Greenland coast. Most of our doubt regarding the tramp, of course, came from our not knowing just how far the bad country that we were in extended. Whether it continued all the way to Greenland or not was the question, and that was what made it so hard for us to decide what course to take. After our evening cup of chocolate Captain Amundsen and I generally would put on our skis and take a few turns around the ice floe we were on before turning into our sleeping bags. I usually asked him on these occasions what he thought of the situation. His reply was that things looked pretty bad, but he was quick to add that it had always been his experience in life that when things were at their blackest, there was generally light ahead.

"On May 31st, there was eight inches of ice in the lead on the far side of the floe we were on. We decided to try a take off on this new ice. From our ice cake down into the lead there was a six-foot drop, so that it was necessary to construct a slip upon which to get our plane down into the lead. We built this slip in accordance with standard road-making principles—first heavy blocks of ice, then filling in on top with smaller pieces, and then

tiny lumps and loose snow, on top of which we spread a layer of loose snow which froze into a smooth surface. It took us two days to build this slip and level off the ice ahead for some five hundred meters. At this time we had established regular nightly patrols, each man taking his turn at patrolling all night around and around the ice floe, on his skis, looking for open water. The mental strain during this period was terrific, for we never knew when the cake we were on might break beneath us.

Attempted "Take-Off"—"But on June 2d, at 5 P. M., we decided that our slip was worthy a trial. We started up the motors and taxied across the floe and down the slip—but we had built our slip too steep, and therefore, not having enough speed, the plane merely sagged through the ice and for a thousand meters we merely plowed through it. We shut off the motors and prepared to spend the night in the lead. At midnight, however, I was awakened by Captain Amundsen yelling that the plane was being crushed. I could plainly hear the pressure against the metal sides. We lost no time in getting everything out onto some solid ice nearby, and by working the plane up and down, permitted the incoming ice to close in beneath her from both sides. It was a narrow escape. We had expected our little ship to be crushed like an eggshell. Riiser-Larsen's only comment after the screwing stopped was, 'Another chapter to be added to our book!' Before morning our first heavy fog set in. The Arctic summer was upon us. From then on the fog hung like a pall over us and for the remainder of our stay in the Arctic we were never free from it, although we were always able to see the rim of the sun through it and knew that above it the sky was clear and the sun shining brightly, but we could not rise into it. We were gradually working our way over towards where the N.24 was lying. During the day we would level off a new course, but there was not sufficient wind in which to rise, and as usual our heavily loaded plane broke through the thin ice,—

> Trailing like a wounded duck, working out her soul,
> Felt her lift and felt her sag, betted when she'd break;
> Wondered every time she raced if she'd stand the shock.

"The N.25 started leaking so badly from the pressure she received the other night that Captain Amundsen and I were obliged to pitch our tent on the same floe upon which the N.24 was resting. We were wondering how much more she could stand. N.24 still lay with her nose in the ice floe, as we left her, but she had now listed sideways, so that the tip of one wing was firmly embedded in the freshly frozen ice around her. During the past few days the ice had been freezing in from both sides, forming a long narrow lane in front of N.24, but parts of this lane had bent into a snake-like curve. It was a narrow, crooked passage, but Riiser-Larsen felt that it offered one more opportunity for a take-off. But as he taxied N.25 forward, he had a very narrow escape from a disastrous accident. As he slowed up to negotiate the curve, the nose broke through the ice with the reduced speed. The plane stopped suddenly and lifted its tail high in the air. We jumped out and hacked away the ice until the plane settled on a more even keel. Yet we dared not remain where we were because the main body of the pack was fast closing in upon us from both sides. So, at two o'clock the next morning we commenced work on an extension of our previous course and continued on throughout the day and on into the following night. It was a tremendous task, as the

ice was covered with tightly frozen lumps —old pressure ridges of up-tilted cakes. Hacking away with our short-handled pocket-ax and ice anchor was such back-breaking work that we were compelled to work on our knees most of the time. The sweat rolled down my face and blurred my snow-glasses, so that I was compelled to take them off for a couple of hours. I paid the penalty by becoming snow-blind in one eye. Dietrichson was not so fortunate. He was badly attacked in both eyes, and had to lie in the tent in his sleeping bag for two days with his eyes bandaged and suffering acutely from the intense inflammation.

"We awoke on the morning of June 5th, tired and stiff, to look upon the level track we had labored so frantically to prepare, but saw in its place a jumbled mass of upturned ice blocks. With the destruction of our fourth course, our position was indeed desperate. But we would hang on till the 15th, when the vital decision would have to be made as to whether or not we should abandon N.25 and make for the Greenland coast while there were yet sufficient provisions left. But we had come here on wings, and I know we all felt that only wings could take us back. If we could only find a floe of sufficient area from which to take off. That was our difficulty. Early on the morning of June 6th, Riiser-Larsen and Omdal started out into the heavy fog with the grim determination of men who find themselves in desperate straits, to search for what seemed to us all the unattainable. The pack was fast closing in on us and Amundsen and I spent the day hauling our remaining stores higher up on the ice cake on which we were camped. In searching for the ammunition we suddenly realized that it had been left in N.24 in our haste to rescue our supplies from the sinking plane. We saw no more of Riiser-Larsen and Omdal until evening. Then, out of the fog they came, and we knew by their faces before they had uttered a word that they had good news. Yes, they had found a floe! They had been searching through the fog, stumbling through the rough country. Suddenly the sun broke through and lit up one end of a floe which, as Riiser-Larsen put it, became our salvation. It was a half mile off, and it would be necessary to build a slip to get out of the lead, and to bridge two ice cakes before we could reach it—but it had to be done. The main body of the pack was now only ten yards away. Immediately behind the N.25 a huge ice wall was advancing slowly, inch by inch, and as it turned out less than fifteen minutes after we started the solid ice closed in over the spot where our plane had lain. We were saved.

"We worked our way slowly up to where we meant to build the slip, using a saw to cut out the ice ahead where it was too heavy for the plane to break through. After six hours of steady toil we had constructed our slip and had the plane safely up on Floe N. 1. That night, of June 6th, we slept well, after the extra cup of chocolate that was allowed us to celebrate our narrow escape. But the next morning began the most stupendous task we had yet undertaken: cutting a passage through a huge pressure-ridge—an ice wall not less than fifteen feet thick —which separated Floe No. 1 from Floe No. 2—and then bridging two chasms some fifteen feet wide and ten feet deep, that separated the two floes from each other. In our weakened condition this was a hard task, but we finished it by the end of the second day. Crossing the bridges between the floes was exciting work. The sustaining capacity of such

ice blocks as we could manage to transport and lay in the water would not be great. The heavier blocks which we used for a foundation were floated into place in the sea and left to freeze—as we hoped they would—into a solid mass during the night. When the time came, we must cross at full speed, if we were not to fall through, and instantly stop on the other side, because we had taken no time to level ahead, so great was our fear that the floes might drift apart during the operation of building and waiting for the blocks to freeze in. We made the passages safely, however, and were at last upon the big floe. In order to take advantage of the south wind, which had continued to blow ever since the day of our landing, we leveled a course across the shortest diameter of this floe which offered only three hundred meters for a take off. But before we completed our work the wind died down. Nevertheless, we made a try—but merely went bumping along over the ice and stopped short of the open lead just ahead. Our prospects did not look so good. The southerly winds had made the deep snow soft and soggy. But it was a relief to know that we were out of the leads, with our plane safe from the screwing of the pack ice. On June 9th, began the long grind of constructing a course upon which our final hopes must rest. If we failed, there was nothing left but to walk. My diary shows the following entry for June 10th: 'The days go by. For the first time I am beginning to wonder if we must make the great sacrifice for our great adventure. The future looks so hopeless. Summer is on. The snows are getting too soft to travel over and the leads won't open in this continually shifting ice.'

"Riiser-Larsen looked the ground over and decided that we must remove the two and a half feet of snow right down to the solid ice and then level a track twelve meters wide and four hundred meters long. It was a heart-breaking task to remove this wet summer snow with only our clumsy wooden shovels. It must be thrown clear an additional six meters to each side, so as not to interfere with the wing stretch. And after but a few shovels full we stood weak and panting, gazing without hope at the labor ahead. One problem was how to taxi our plane through the wet snow and get it headed in the right direction. We dug down to the blue ice, and now we were confronted with a new difficulty. The moist fog, which came over us immediately, melted the ice as soon as it was exposed. But we found that by working our skis under the plane we were finally able to get her to turn—but after splintering a pair of skis we decided to take no more chances that way. In desperation we now tried stamping down the snow with our feet and—lo and behold—we found that this served the purpose admirably. By the end of our first day of shoveling down to the blue ice, we had succeeded in clearing a distance of only forty meters, while with the new method we were able to make a hundred meters per day. We adopted a regular system in this: each man marked out a square of his own, and it was up to him to stamp down every inch in this area. We figured that at this rate we would have completed our course in five days.

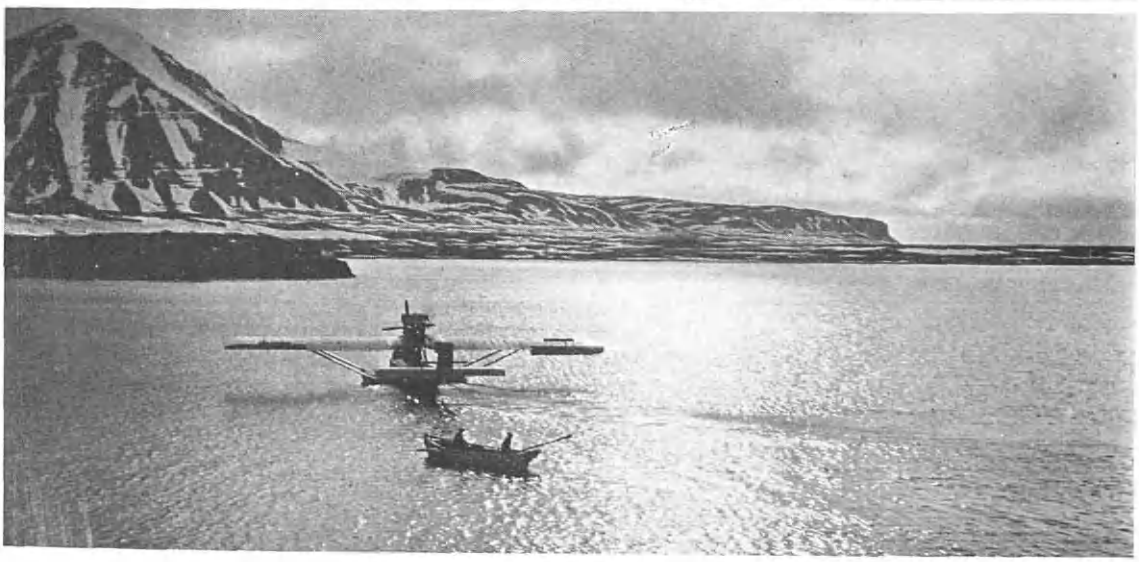
First Animal Life—"During the first day's work, we saw our first sign of animal life since the seal had popped his head out when we first landed. Somebody looked up from his work of shoveling snow to see a little auk flying through the fog overhead. It came out of the north and swung away to the north-west. Next day two weary geese flopped down beside the plane. They must have thought that

dark object looming up through the fog in all that expanse of desolate white looked friendly. They seemed an easy mark for Dietrichson, but the rich prize was too much for his nerve, and he missed. The two geese ran over the snow a short distance as if they did not seem anxious to take wing again. They, too, came from the north and swung off toward the northwest. We wondered if there could be land in that direction. It was an interesting speculation. On the 14th our course was finished. Then Riiser-Larsen paced it again and was surprised to find that instead of four hundred meters it was five hundred. When he informed Amundsen of this fact the Captain was quick to remark that one million dollars couldn't buy that extra hundred meters from him, and we all agreed that it was just about priceless. On the evening of the 14th, after our chocolate, and with a southerly wind still blowing—this was a tail wind on this course and of no help to us—we decided to make a try. But we only bumped along, the plane made no effort to rise. During all our previous attempts to get off, a forty kilometer speed had been the best we could achieve. On this trial we got up to sixty, and Riiser-Larsen was hopeful. It was characteristic of the man to turn in his seat as we jumped out and remark to me: 'I hope you are not disappointed, Ellsworth. We'll do better next time.' That calm, dispassionate man was ever the embodiment of hope.

"That night it was my watch all night. Around and around the ice cake I shuffled, with my feet thrust loosely into the ski straps and a rifle slung over my shoulder, ever on the alert for open water. Then, too, we were always afraid that the ice cake might break beneath us. It was badly creviced in places. Many times during that night, on my patrol, I watched Riiser-Larsen draw himself up out of the manhole in the top of the plane to see how the wind was blowing. During the night the wind had shifted from the south, and in the morning a light breeze was blowing from the north. This was the second time during our twenty-four days in the ice that the wind had blown from the north. We had landed with a north wind—but were we to get away with a north wind? The temperature during the night was —1.5° Centigrade, and the snow surface was crisp and hard in the morning. We now were forced to dump everything that we could spare. We left one of our canvas canoes, rifles, cameras, field-glasses; we even discarded sealskin parkas and heavy ski-boots, replacing them with moccasins. All we dare retain was half of our provisions, one canvas boat, a shotgun and one hundred rounds of ammunition.

In the Air at Last—"Then we all climbed into the plane and Riiser-Larsen started up. Dietrichson was to navigate. The plane began to move! We went bumping along for about four hundred meters, and then, in that last one hundred meters, she actually lifted clear of the ice! When I felt that I was happy, but we had had so many cruel disappointments during the past twenty-five days that our minds were in a state where we could feel neither great elation nor great suffering.

"Captain Amundsen had taken his seat beside Riiser-Larsen, and I had got into the tail. But for two hours we had to fly through the thick fog, being unable to get either above or below it. During all this time we flew slowly, with a magnetic compass, a thing heretofore considered an impossibility in the Arctic. Dietrichson dropped down for drift observations as frequently as possible. But the fog hung so low that we were compelled to fly close to the ice, at one time skimming over it



1. Semaphoring to Amundsen during the five days of enforced separation.
2. Dumping everything in a last effort to get into the air.
3. Home at last!—N. 25 safe at North Cape, Spitzbergen.

1. King's Bay—The last conference before the flight.
2. After 25 days in the Polar ice.
3. Return to Oslo.

at a height of but one hundred feet. Finally we were able to rise above the fog and were again able to use our sun compass. Southward we flew! Homeward we flew! One hour—two hours—four, six hours. Then Feucht yelled back to me in the tail, 'Land!' I replied, 'Spitzbergen?'—'No Spitzbergen, no Spitzbergen!' yells back Feucht, in his broken English. So I made up my mind that it must be Franz-Josef's Land. Anyway, it was land, and that meant everything!

"Our rationing regulations were now off, and we all started to munch chocolate and biscuits. But during the last hour Riiser-Larsen had noticed that the ailerons (the stabilizing surfaces at each wing tip) were becoming more and more difficult to operate. Finally they failed entirely and we were forced down in the open sea, just after having safely passed the edge of the Polar pack. We landed in the sea—after flying just eight hours—with barely ninety liters of gasoline in our tanks, one-half hour's fuel supply. The sea was rough, and we were forced to go below and cover up the manholes, for the waves broke over the plane. I had eaten seven cakes of chocolate immediately after Feucht had yelled out his big news about 'Land ahead!'—but I was now desperately ill and cared little what land it was so long as it was just land. After thirty-five minutes of taxi-ing through the rough sea, we reached the coast. In we came—'in the wash of the wind-whipped tide.'

Overloaded, undermanned, meant to founder, we
Euchred God Almighty's storm, bluffed the eternal
Sea!

"How good the solid land looked! We threw ourselves down on a large rock, face upward to the sun, till we remembered we had better take an observation and know for sure where we were. It seems remarkable, when I think about it now, how many narrow escapes we really had. Again and again it looked like either life or death, but something always just turned to help us out. Captain Amundsen's answer was, 'You can call it luck if you want to, but I don't believe it.' We got out our sextant and found that one of our position lines cut through the latitude of Spitzbergen. And while we were waiting to take our second observation for an intersection, three hours later, someone yelled out, 'A sail!'—and there, heading out to sea, was a sealer. We shouted after them and put up our flag, but they did not see us. So we all hastily climbed back into the plane, and starting up the motors with all speed, taxied out after them. We soon caught up with them, and they were overjoyed to see us. It turned out that they were after a wounded walrus they had shot, otherwise they would have been gone a long time before this. They did everything they could to make us comfortable, and even tried to tow our plane back for us. But there was too much head wind, so we beached her in Brandy Bay, North Cape, Northeast-Land, Spitzbergen, one hundred miles east of our starting point at King's Bay.

"We slept continuously during the three days in the sealer, only waking to devour the delicious seal meat steaks smothered in onions, and the eider-duck egg omelets prepared for us.

"The homage that was accorded us upon our return to civilization will ever remain the most cherished memory of our trip. We took steamer from King's Bay for Norway on June 25th, salvaging our plane and putting it on board; and nine days later we arrived at Horten, the Norwegian Naval Base, not far from Oslo.

At Oslo—"On July 5th, with the stage

all set, we flew N.25 into Oslo. It was difficult to realize that we were in the same plane that had so recently been battling in the midst of the Arctic ice. Good old N.25! We dropped down into the fjord amid a pandemonium of frantically shrieking river craft, and taxied on through the wildly waving and cheering throngs, passed thirteen fully manned battleships, and as I listened to the booming of the salute from the Fort and looked ahead at the great silent expectant mass of humanity waiting to greet us, I was overcome with emotion and the tears rolled down my face. At that moment I felt fully paid for all that I had gone through."

In the volume "Our Polar Flight," made up of the accounts written by Roald Amundsen, Lincoln Ellsworth, Hjalmar Riiser-Larsen, L. Dietrichson, Jakob Bjerknes, and "Leaves from the Diary of Frederick Ramm from May 21, to June 18," is found the full and rounded story of the Amundsen-Ellsworth Polar Flight of 1925. Therein lies the joyful little story of the sealer "Sjoliv" and her crew, the tiny vessel sent, one would almost think, by the Hand of God, to pick up these men who, having fought clear of the Polar pack, were still stranded in all reality on the bleak and barren coast of Brandy Bay, a hundred miles from the nearest civilization, King's Bay. Therein lies the tale of happiness that spread over the King's Bay colony when the little "Sjoliv" came trundling in with her cargo of adventurers.

Navigation—Concerning navigation on this flight Riiser-Larsen writes:

"It will perhaps interest those readers who have a knowledge of navigation to hear a little more about Sverdrup's of the 'Maud' cleverly calculated but simple methods of navigation in the Arctic Sea. I repeat word by word Sverdrup's own well- known description:

"One single measuring of the sun's altitude shows that one stands on one particular spot, in a small circle whose center is the point where at that moment the sun has reached its zenith, the radius of which is 90 degrees h. (h. indicates the measured height of the sun). This circle shall be called a local circle.

"In order to find the meridian the sun would be in at the exact moment of observation one must read a clock, the agreement of which with Greenwich mean time (G. M. T.) is known. An almanac gives the time level to be added to, or subtracted from G. M. T.—giving Greenwich true time (G. T. T.). The sun would then be over that meridian, the latitudinal difference of which from Greenwich is equal to the time taken for a clock to strike, according to G. T. T., and would be in its zenith over the point, the breadth of which is equal to the sun's declination.

"Taking an observation of the sun's altitude, with a simultaneous noting of the clock's striking, can be done most rationally by describing a tangent from a local circle in the neighborhood of the place where one believes oneself to be. Such a tangent should be called a local line. In the neighborhood of the Pole it is easy to find local lines without scientific calculations. The meridian the sun is in can be found directly one has calculated the clock's stroke by G. T. T. The local circle cuts the meridian in the distance h—d from the Pole, where d signifies the sun's declination. This cutting-point we will call the local circle's Pole point. If the difference h—d is positive, this point will be on the same side of the Pole as the sun, should it be negative it will be on the opposite side. A line dropped on the meridian which the sun is in, through the local circle's Pole point, describes a tangent from the local circle. We will call this tangent the 'Pole tan-

1. On the way to greet the King.
2. Leaving the Palace at Oslo.
3. Memorial erected by miners of King's Bay to commemorate the historic flight.

gent.' At a distance from the Pole point equal to five degrees of latitude, the Pole point will represent the local circle with sufficient exactitude, and can be considered as a local line. But if the distance increases, the tangent's divergence from the circle will be noticeable. Sverdrup explains how, by an easy method, one can calculate the corrections which have to be made, should one find oneself within the above-mentioned limits from the Pole. During our observations in the ice region we were always within the limit, and had therefore no need for corrections. The method is of course particularly simple and sufficiently exact because there is so little difference between the hour-angle and azimuth. I here give a table of our observations on the night of the 22d, immediately after landing:

Clock readings	3h	23′	3″
Error	1h	0′	19″
G. M. T.	2h	22′	44″
Time level+		3′	33″
G. T. T.	2h	25′	17″
Converted into degrees	36°	3′	
Sun's lower rim from the imaginary horizon measured	35°	58′	2″
Half of this	17°	59′	
Mistakes	0		
Corrections+		13″	
Sun's center correct altitude	18°	12′	
Sun's declination	20°	15′	4″
h—d	2°	3′	4″
Converted into nautical miles	123.4		

"On a chart we drew a line representing Greenwich meridian, and a point on that was selected as the North Pole. The angle 36° 3′ was set from north to east and the sun's meridian drawn through the North Pole. From the last named point towards the southwest we marked out 123.4 nautical miles, as the h—d was negative we drew the local line straight up to the sun's meridian.

"Hereby we had the line on which we stood, and must wait until the sun had changed its position to complete our calculations. The cutting point between the local lines would give our position.

"According to G. T. T. 5h 47′ we took an observation in the morning which gave h—d by —33 nautical miles. These observation lines were constructed on the same chart and the cutting point gave us our position 87° 47′ N. lat. and 13° W. long.

"Some days later we used these data as examples and re-calculated the same observations according to the method of St. Hilaire, and thereby found that our landing point lay on N. lat. 87° 43′ 2″ and W. long. 10° 19′ 5″.

"After our return our observations were again recalculated according to absolutely exact astronomical formula by Cand. mag. R. Wesöe, under the guidance of Professor Schroeter. According to their calculations the most northerly point turned out to be N. lat. 87° 43′ and W. long. 10° 37′, the very spot where we had our first camp. During reconnoitering we went further north, but without taking observations. In addition to this Cand. mag. Wesöe calculated the positions as follows. I herewith give four:

1925.	22/5	N. lat.	87° 43′	Long.	W.	10° 37′
	28/5	"	87° 32′	"		10° 54′6
	29/5	"	87° 31′8	"		8° 3′9
	12/6	"	87° 33′3	"		8° 32′6

"These positions give an idea of the drift of the ice easterly and southerly."

Roald Amundsen ends his part of the narrative in this wise: "Thus came the day—the great, the unforgettable day—the 5th of July, 1925. Summer favored us in its fullest glory. Who can describe the feelings which arose within us as we of the N.25 flew in, over the flag-bedecked capitol, where thousands upon thousands

of people stood rejoicing? Who can describe the sights that met us as we descended to the water surrounded by thousands of boats? The reception on the quay? The triumphant procession through the streets? The reception at the Castle? And then, like a shining crown set upon the whole, Their Majesties' dinner at the Castle. All belongs to remembrance—the undying memory of the best in a lifetime."

Amundsen made his first public lecture on his polar flying-expedition in the National Theatre at Oslo, August 14th. Among those present were the King, the Queen, Prince Olav, and the American Minister to Norway, Mr. Laurits Swenson. Amundsen paid a glowing tribute to his American companion, Ellsworth, "without whose generosity the expedition would never have taken place," and emphasized that when he saved Dietrichson and Omdal from drowning he saved the whole expedition, and he therefore deeply appreciated the King's act in conferring on Ellsworth the Gold Medal for the saving of life.

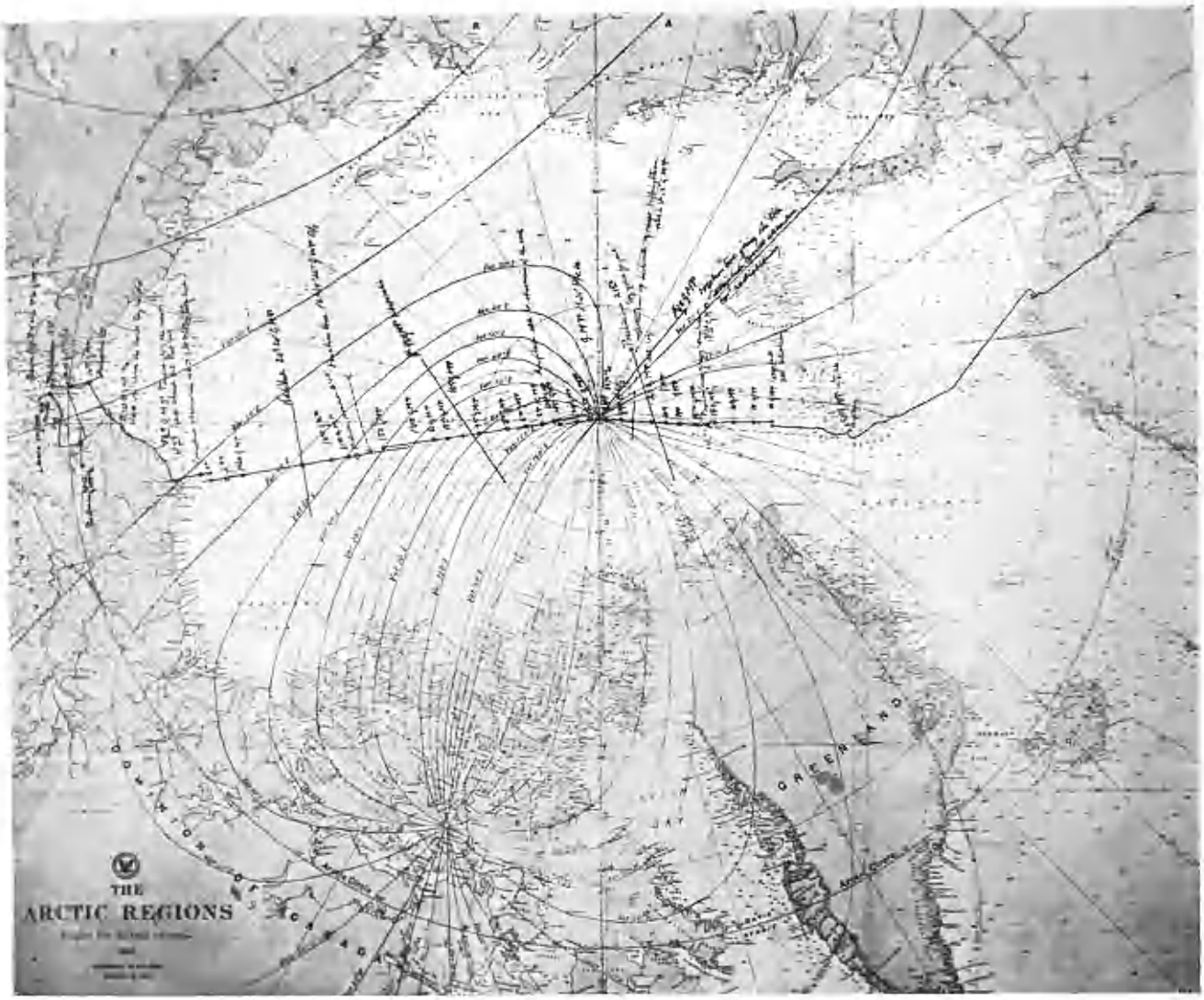
THE FIRST CROSSING OF THE POLAR SEA.

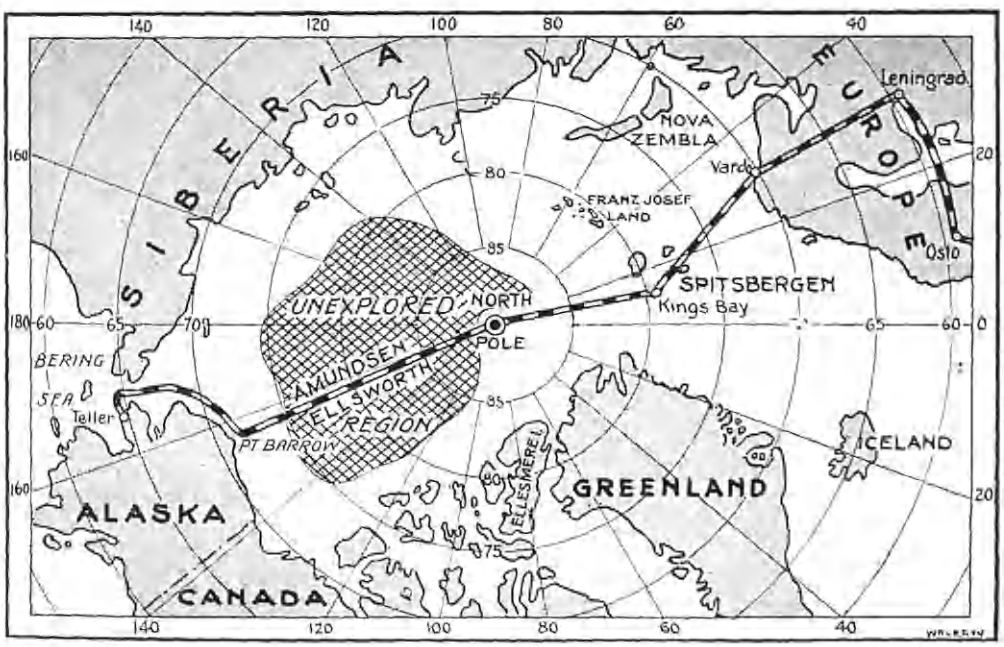
"One would naturally think that after such an experience as we had had, we ought to be satisfied. But no, our work is not yet finished. To the northward still lies the 'Great Unknown.' True, we have wiped out 120,000 square miles of it, up to the very Pole itself—finding only a deep Polar Sea—but between the Pole and Alaska there still lie 1,000,000 square miles of unexplored region—a territory almost double the size of Alaska, or of that of the United States east of the Mississippi River—and there are indications that within that area there is land. For example, the flood-tides should reach the Alaskan coast from the north if this million square miles were but a deep unobstructed basin. The times and ranges of the semi-daily tides from the Greenland coast to the Alaska coast are almost an indication that there is land in the Polar Sea. Another indication is the great age of the ice found in the Beaufort Sea.

"When on our return to Spitzbergen we decided to make the transpolar flight of 1926 in an airship, it was a very hardy decision. We understood that the new expedition would cost a big sum of money and that the difficulties that several times had threatened the 1925 expedition would be small in comparison with those that probably would meet an airship expedition.

"However, we formulated the plans in Spitzbergen and on the voyage back to Norway. Generally speaking, it is these plans that we have now carried out. The only big change made concerns the transport of the airship from Europe to Spitzbergen. Even before we entered into negotiations with the Italian Government to buy the ship that finally brought us over the north polar basin, we had fixed our attention on a ship of this type as the best fitted for a transpolar flight. At that time we did not think that the ship should fly from Rome to King's Bay. Our first plan was to buy or hire a 14,000 ton steamer, load the airship on board the steamer, without gas in the balloon, and in that way take it up to Spitzbergen. There our intention was to fill it with gas and start for Point Barrow as soon as weather conditions were favorable.

Preparations—"On our return to Norway from Spitzbergen we immediately addressed the Norwegian Aero Club and told its administration about our new plans, asking if the Aero Club again would undertake the managing of a polar flight. As we had hoped, the administration of





ORIGINAL CHART AND ROUTE MAP OF THE FIRST CROSSING OF THE POLAR SEA—MAY 11-13, 1926.
("Letter reproduced by special courtesy and permission of "Current History Magazine, a Monthly Periodical of The New York Times.")

the Aero Club answered affirmatively, and knowing in what a brilliant manner the club had carried out its first task, we almost considered the expedition as secure after this reply. A small committee was appointed with the President, Mr. Thommessen; Lieut. Col. Sverge and Engineer Brryn as members, and these started the preparations at once. When Lieutenant Riiser-Larsen was not occupied elsewhere for the expedition, he joined the committee.

"The plan was formulated, and it remained only to procure the money that was necessary and to get the airship. The Aero Club addressed the Italian Government, asking if it could buy one of its ships, constructed and designed by Colonel Umberto Nobile. The Government answered that it would sell the ship to the Aero Club with pleasure."

Amundsen and Riiser-Larsen went to Rome in August, 1925, and negotiated with Premier Mussolini for the purchase of N.1, afterwards rechristened the "Norge." At the request of Mussolini six Italians were to be included in the flight, and more capable or conscientious men could not have been found than the six who were chosen proved to be. The airship was purchased for $75,000. Because Colonel Umberto Nobile had designed and built the airship, he was anxious to accompany her on the flight, but as he had obligations to fulfill in Japan on a given date which he felt would suffer should he be delayed, he was paid 55,000 gold lira for his services as officer in command of the airship. Lieutenant Hjalmar Riiser-Larsen was appointed second in command with the duties of navigation.

The following radiogram was sent to the newspapers named by the Aero Club of Norway on December 30, 1925:

Associated Press, United Press, Consolidated Press, North American Newspaper Alliance, and great European news agencies today quote Roald Amundsens great Polar expedition which will take place next spring in the dirigible Norge the American explorer Lincoln Ellsworth known from his participation in Amundsens last polar flight will partake as a leader with equal rights and standing to those of Captain Amundsen stop the expedition will be called the Amundsen Ellsworth transpolar flight 1926 stop its record will be written by the two leaders in cooperation stop the Norwegian Aero Club is in charge of the administrative management of the expedition which will take place under Norwegian colours unquote.

"Times" Contract—On October 27, 1925, a contract, from which the following is quoted, was signed with the "New York Times":

"Roald Amundsen of Norway and Lincoln Ellsworth of the United States have decided to make a transpolar airship flight during the year 1926 and are now making preparations therefor. In connection therewith they desire to sell the news, feature stories and photographs relating to the said Expedition and have conferred the rights to effect such sale on the undersigned Aero Club.

"The consideration to be paid by you for the exclusive rights and the full material delivered to you, in accordance with the terms herein above stated, shall be the total sum of fifty-five thousand dollars ($55,000), payable nineteen thousand dollars ($19,000) on the acceptance of this offer by you and the affixing of the signatures of Roald Amundsen and Lincoln Ellsworth to this letter, eighteen thousand dollars ($18,000) when you shall have been duly advised that the airship has reached Spitzbergen, Norway, and the balance of eighteen thousand dollars ($18,000) at the end of the Expedition, provided the Expedition shall have penetrated within approximately fifty miles of the North Pole and have explored hitherto unknown regions. In the event that the flight shall be terminated before

reaching such point, the said last payment shall not be made and the total consideration shall be reduced to the sum of thirty-seven thousand dollars ($37,000), but the obligations to furnish the official narrative and the four feature articles on the termination of the flight, as herein above provided, shall, nevertheless continue in full force and effect."

The greater part of the pictures used in illustration of this record are made available through the courtesy of the "New York Times, Wide World Photos."

On March 29, 1926, the great airship was handed over by Mussolini in person. A bottle of champagne was broken over her bow by Mrs. Riiser-Larsen, the Norwegian flag was run up, and she was rechristened the "Norge." In recognition of Italy's share in the expedition Colonel Nobile's name was added to those of Amundsen and Ellsworth, concerning which the memorandum quoted in part as follows was prepared by Dr. Rolf Thommessen, president of the Aero Club of Norway:

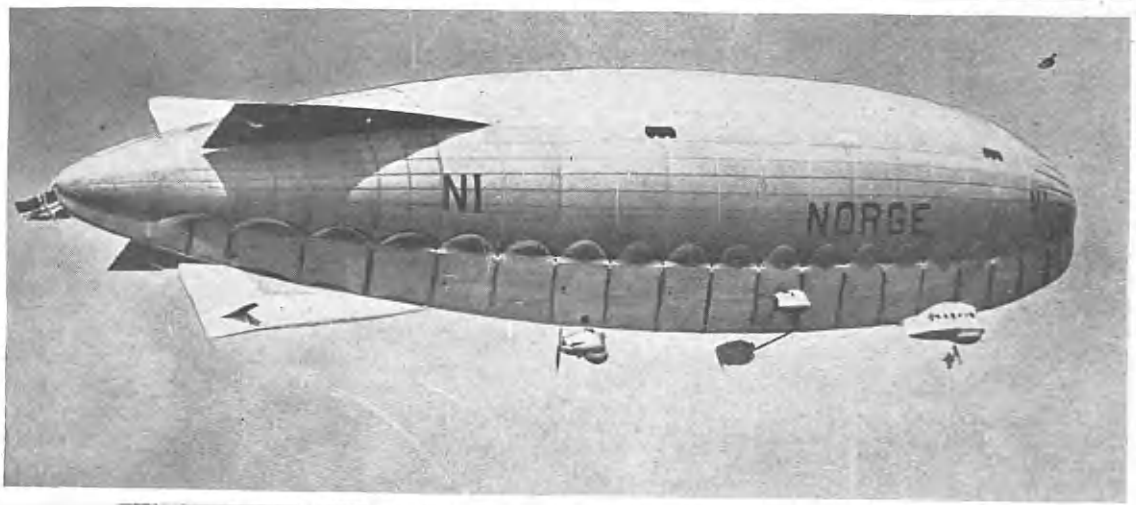
I have received from Mr. Ellsworth communication that he is only too glad to concede to the desire to have Colonel Nobile's name connected with expedition and The Aero Club, after having thanked Mr. Ellsworth warmly for this personal great sacrifice had resolved, in recognition of the Italian Government and of the constructor of the airship, to name the expedition the Amundsen-Ellsworth-Nobile Transpolar Flight. The president reported that he would make this communication on delivery of the airship on the 29th of March and that the Aero Club has also resolved that not only the Norwegian but also the American and the Italian flags should be dropped at the North Pole, only that the Norwegian flag was to be thrown down first, otherwise the changing of the name will effect no changes in the nationality of the expedition or in the contracts already concluded.

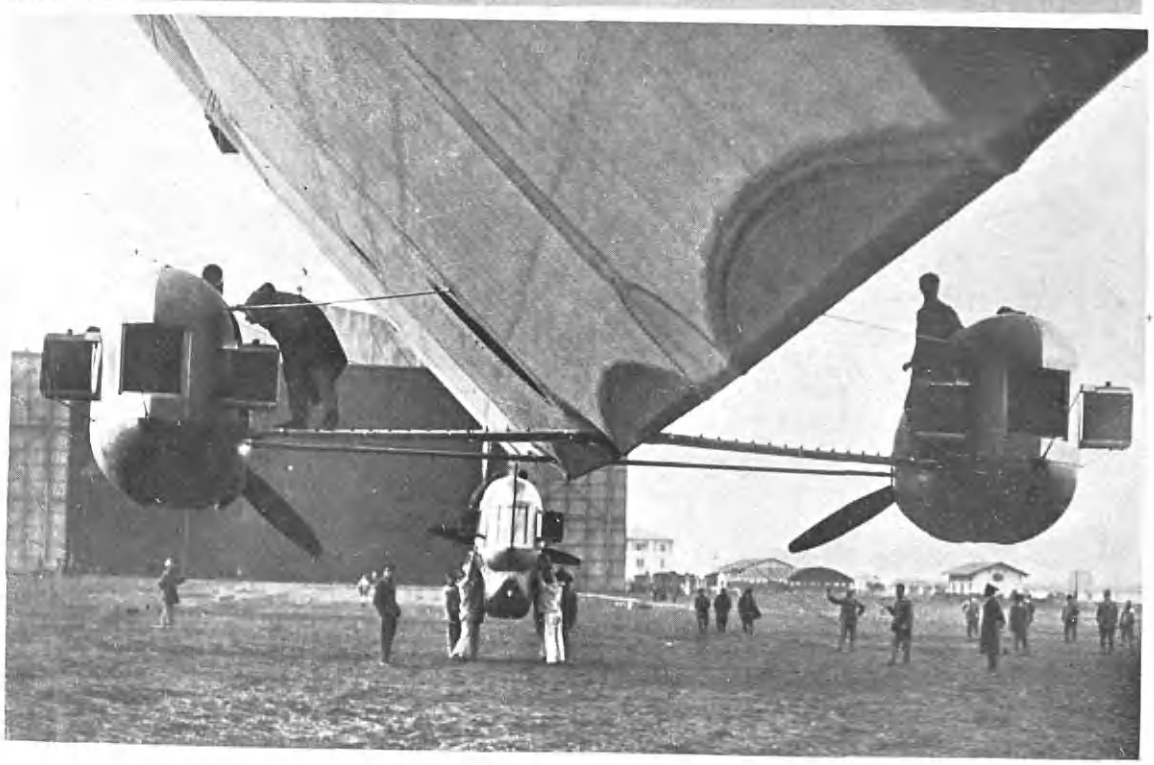
Description of "Norge"—Some figures as to the size and style of the "Norge" are interesting: She was three hundred and forty-seven feet over-all length; she had a gas capacity of six hundred and sixty thousand cubic feet. By way of comparison, the ill-fated "Shenandoah," the United States Navy's dirigible, was six hundred and forty feet over-all, and had a gas capacity of two million one hundred and forty thousand cubic feet. Thus the "Norge," it will be seen, was about half as large as the mighty "Shenandoah." Using hydrogen gas (this is not the non-inflammable helium gas, it will be noted) the "Norge" was capable of lifting exactly twenty-two and nine-tenths tons of dead weight. She was powered with three 250-horse-power Maybach dirigible engines, which would drive her along at a maximum speed of sixty miles an hour, although with the throttles drawn to cruising speed, she could cover more than three thousand five hundred miles in continuous flight—and this, it will be seen, was more than double the distance of the proposed King's Bay to Nome expedition.

The total cost of the expedition was estimated at 2,000,000 kroner. The cost, always in Norwegian crowns, was distributed as follows:

1. Airship, including wireless	kr.	430,000
2. Two mooring masts	"	300,000
3. Gas, petrol, etc., including transport, etc.	"	100,000
4. Salaries, traveling expenses, etc. ..	"	500,000
5. Transport of airship from Alaska.	"	100,000
6. Insurance (sea, life) overhead charges	"	250,000
7. Unforseen (including loss on exchange variations)	"	300,000
		2,000,000

At Oslo—At the American embassy in Oslo, Norway, on April 10th, Minister Swenson handed to Lincoln Ellsworth, on behalf of the President of the United States, an American flag to be dropped at the North Pole, in the acceptance of which Mr. Ellsworth responded:





1. Mussolini delivering airship to Norway, March 29, 1926.
2. Norge over Pulham, England.
3. Showing the 250 H. P. Maybach motors.

READY FOR THE FLIGHT.

Roald Amundsen and Oscar Wisting—Veterans of the South Pole.

MR. MINISTER:

I am deeply conscious of the significance of this occasion. I am proud to be an American, prouder today than I have ever been in my life, because I have been entrusted by my President to carry the flag of my country to the North Pole, to be left there together with those of Norway and Italy, in commemoration of the Transpolar Flight by the three nations who participated. Through the ages to come, Mr. Minister, may the significance of those three flags, lying entwined together in the bleak Arctic waste, ever remain as a symbol between the nations who left them, because the spirit in which they were planted was one of devotion to a common ideal, "to seek—to find—and not to yield,"—in an effort to add to man's knowledge concerning the planet on which he lives.

The significance of this occasion is deep with another meaning also which cannot be overlooked. We are upon the threshold of a new era in exploration—it is a milestone in the progress of civilization. For almost four hundred years the Arctic has zealously guarded her secrets against man's invasion. But man will ever persist until the last secret is won. What they may eventually be worth in sheer dollars and cents no one can foretell, but the nations who have paid the price with their manhood to learn them, will not have paid in vain, for there is a gain in "going exploring." The work in hand imperiously and ruthlessly demands many of the best gifts of manhood, both of body and mind. It tempers the will for the conquests of difficulties, it is a school of manliness. But beyond that, driving man forward on the path of evolution is its greatest illusion—its complete devotion to an idea. Out of man's passionate curiosity as to the ways of nature has come this civilization we live in. Man peering into space, looking in every direction and striving to understand, is the creator and the builder.

Personnel—Amundsen writes; "Besides Mr. Ellsworth, Lieutenant Riiser-Larsen, Lieutenant Omdal, and myself of the flying party on the 1925 expedition, several of the land party declared that they would go with us; also Lieutenant Horgen, who last year had gone with us to Spitzbergen as pilot in reserve, and Frederik Ramm, who in 1925 had been the journalist of the expedition. I had, too, great pleasure in that several of the crew of the 'Maud,' which had just returned from her three years stay in the ice, joined the new expedition. There was the leader of the expedition, Captain Oscar Wisting, who had been with me at the South Pole and on the expedition through the northeast passage in 1918-1921, and the Swedish meteorologist, Fenn Malmgren. During the winter a wireless expert, captain in the Norwegian Army, Birger Gottwaldt, was engaged to join the expedition as leader of the wireless service on board. In the agreement with the Italian Government it was fixed that besides Colonel Nobile, who would pilot the ship, five Italian motorists and riggers should go with us, but they were designated for the first time the day before we left Spitzbergen."

The story of the flight as told in the official story of the "New York Times" is the source from which the following briefed narrative is taken:

"When a landing near Leningrad was decided on, the route became as follows: From Rome the ship should sail along the Italian Coast, cross the northwestern part of the Mediterranean, fly along the western part of the French Riviera, cross southwestern France, follow the French west coast up to Rochefort and from there as directly as possible go to the British aerodrome in Pulham, northeast of London, in Norfolk.

"It might, however, be necessary to land in France if the weather conditions on the flight from Rome to Pulham should be bad. Therefore the expedition asked the French authorities for permission, in case of such a situation, to go down into one of the French sheds. We received the same friendly answer that we got when we requested the British Government for permission to use the shed in Pulham. From Pulham to Leningrad the ship had

to fly by way of the Norwegian capital, Oslo, where a mooring mast was erected. When it is stated that in King's Bay, Spitzbergen, during the winter, both a mooring mast and a hangar were built, an idea is given of the precautions that were taken to make sure of a safe landing for the ship on the flight to Spitzbergen from Rome.

"Of equal importance was the maintenance of security as far as possible when the ship was in the air. Therefore, we shall mention the meteorological auxiliary service that was established for the expedition, its need having been shown by our experiences in our examination flight last summer.

"The organization of the weather service this year was built upon principles to a certain extent similar to those utilized last year. The greatest difference between the meteorological service of the two expeditions was that on the 1926 expedition the meteorological expert was on board the ship.

"One of the greatest troubles comes from the wind. It is impossible to take a dirigible out of its shed or take it in when a strong wind is blowing. The most dangerous wind during such manoeuvers is that coming from the sides. Then the ship runs the risk of not clearing the hangar doors and of being forced against one of the door frames. The construction of an airship is so fragile that only a little pressure will break its steel skeleton.

"Very strong winds are never advantageous even if they are following. The reason is that a heavy wind always is accompanied by vortices and other disturbance in the air. Accordingly, the different parts of the sensitive airship may come into winds of various velocities and direction, so that in the worst cases the result may be the breaking down of the whole fabric.

"The wind, however, is not the only element that may be dangerous for an airship. There are also several forms of precipitation that can be rather unpleasant during flying. All kinds of precipitation diminish visibility, though not so much as a real fog does. Precipitation increases the difficulties for the navigator and they may become dangerous if the precipitation lasts for a long time.

"The case becomes dangerous when the precipitation makes deposits on the ship itself. This may happen with wet snow. But the most perilous form is in crust ice which easily collects on all parts of the ship that are exposed to the wind.

"The ice crust loads the airship down in a very short time. It makes the ship's bow heavier than the stern, since the ice forms more readily on the bow. The new ice crust danger threatens chiefly at temperatures a little below the freezing point. At lower temperatures the risk is smaller, but even at rather low temperatures heavy rime crust may fasten on the ship.

"It was the highest importance to arrange the flight from Rome to Alaska in such a way that the meteorological conditions were as favorable as possible.

"This work would have been impossible to carry out if the expedition had not obtained the friendliest and most valuable assistance everywhere it addressed the official weather bureaus. This was especially the case in Norway, where the expedition had the assistance of the complete Meteorological Institute.

"The director of that institute at Hessleberg took upon himself the hard task of organizing the weather service for the immense distance we had to cover from Rome to Alaska, assisted by the meteor-

RIISER-LARSEN AND HORGEN—NAVIGATOR AND HELMSMAN OF THE NORGE.

TWO WAYS OF REACHING THE NORTH POLE—THE NORGE OFF AND BYRD'S RETURN.

ologist of the expedition, Malmgren. The plan was that the starts from all the landing places should be fixed according to the forecasts of the local weather bureaus.

"So long as the ship flew over Europe, all went well with the plane. From Italy to England we had the good assistance of the Italian and French and especially the British meteorologists. The Weather Bureau in London had established a special service for the expedition at the aerodrome in Pulham and the same institute assisted the expedition to fix the starting day for flying from Pulham to Oslo.

Rome to King's Bay—"During the flight from Rome over France to Pulham, over the North Sea to Oslo, from there over Sweden and the Baltic Sea to Gatchina and on to Vadsö and over the dangerous part of the Arctic Ocean from Norway to Spitzbergen the ship behaved herself wonderfully. And it was with the greatest joy that we saw the ship appear at the mouth of King's Bay early in the morning of May 7th.

"The ship landed on the snow-covered ground and we pulled her into the shed. It was then with still greater joy that we heard our comrades tell about her flight.

"Since the ship had left Rome she had been 103 hours in the air. She had flown over nine countries and five seas, several of them considered to be of the most windy and foggy on the globe.

"She had covered about 5,000 miles. She had flown in fog, in snow, in temperature constantly sinking, in strong head winds and side winds. Better than we had hoped, she had proved to be the ship we wanted. And it was with a quite natural optimism that all the members of the expedition commenced their preparations for the flight to Alaska.

"The changes already made at Rome had increased her lifting capacity. At Spitzbergen her four water ballast tanks were replaced by four fuel tanks, the ship getting in this way thirty-two fuel tanks, in which she could carry with her between six and a half and seven tons of gasoline, sufficient to cover between 4,000 and 4,500 miles.

"The distance across the Pole to Alaska in an airline from King's Bay being only between 2,100 and 2,200 miles, the ship brought with her fuel enough to cover double that. But this flying range had to be considered only as a theoretical one, a good deal of the fuel being in reality ballast and in the case of non-favorable winds or strong head winds the fuel consumption would be increased.

Preparations—"Another important thing to be done on the ship at King's Bay was to change one of the lateral motors on which the axis was broken during the flight from Leningrad to King's Bay. This was the only serious trouble the expedition had with the motors on the whole flight and it was not of importance.

"Even if we had broken the axis of one motor on the polar flight itself, where it would not have been possible to change or repair it, the flight could have continued as if nothing had happened, because the ship always had only two of her motors running, the third one being considered as a reserve engine. The cooling water for the engines was mixed with glycerine at King's Bay to prevent it from freezing.

"At 2 o'clock on the morning of May 9 we were awakened by the roaring of the engines of the Byrd aeroplane. The Commander and his pilot, Floyd Bennett, had the day before tried to start but had not succeeded. Now their plane went up into the air and set its course northward, and after a few minutes they had disappeared over the peaks on the northern side of

King's Bay. After sixteen and a half hours of anxious waiting, we were happy to hear the roaring of their motors again, and they landed at 5:30 P. M. after a successful flight to the North Pole. They had ideal flying weather on the whole trip, no wind of importance, perfect visibility and no fog, the sky having been clear all the time. They landed at just the same place where they started, and we were glad to be the first to congratulate the courageous explorers on their flight.

"On Monday, May 10th, in the afternoon, the work on the Norge was finished. All of the fuel tanks were filled and the outfit of scientific instruments was put on board and we asked our meteorologist about the weather conditions. He answered that the weather was still ideal. The high pressure that for a long time had ruled over Spitzbergen was still there and the temperature was favorably low.

"There was a possibility of bad visibility on the American side of the Pole. Point Barrow actually telegraphing that there was fog. However, we hoped that the fog would disappear before our arrival and we were advised to start both by our own meteorologist and by our forecast service in Tromsö.

"The start was therefore fixed to take place at 1 o'clock in the morning of May 11th. The crew was informed and spent the evening in their rooms writing letters to parents and friends. But in the evening local winds rose and were so strong that it was risky to take the airship out of the shed.

"At 7 o'clock in the morning we were awakened. The wind was still a little capricious, as it used to be among the high mountains, but we decided to start. We ate a big breakfast, put on our flying suits and went up to the shed.

"We shook hands with all our friends in King's Bay, who presented their good wishes for the flight. The canvas doors of the shed were pulled aside and at 8:30 the landing party commenced to pull the Norge out of the shed. The engines were run a little while to heat them before the start, should we succeed in taking the ship safely out of the shed.

"From the airship's sensitive sides the distance to the door frames was only a few yards. A strong windage would have been disastrous, but after some exciting moments the ship was got out.

"From a non-meteorological point of view the weather was beautiful. The sky was as blue as it can be only in the Polar regions. A slight breeze from the east-southeast made the three nation's flags on the shed, in the mining-town and on the ships wave gracefully from their staffs.

The Start—"The airship being weighted up, everything was found in order. Some sandbags were thrown overboard. At 8:55 orders were given to the land party to 'let the ropes go.' The Norge rose slowly and almost perpendicularly to between 400 and 500 feet, having on board, including the crew, more than six and one-half tons of gasoline and ten and one-half tons of useful load.

"We followed King's Bay to Cape Mitra. The north side of the bay's mouth reached, we settled the direction against north and flew for half an hour along the west coast of Spitzbergen, with its seven famous big glaciers and snow-covered mountains glittering in the sun, which was strong enough to penetrate the slight clouds that like a veil hid the blue sky.

"Further on we passed Danish Island and Amsterdam Island, with Virgo Harbor, where last year the landing party spent the weeks waiting for our return from the polar flight. North of Amsterdam Island we controlled the different

GENEALOGICAL SOCIETY
OF UTAH
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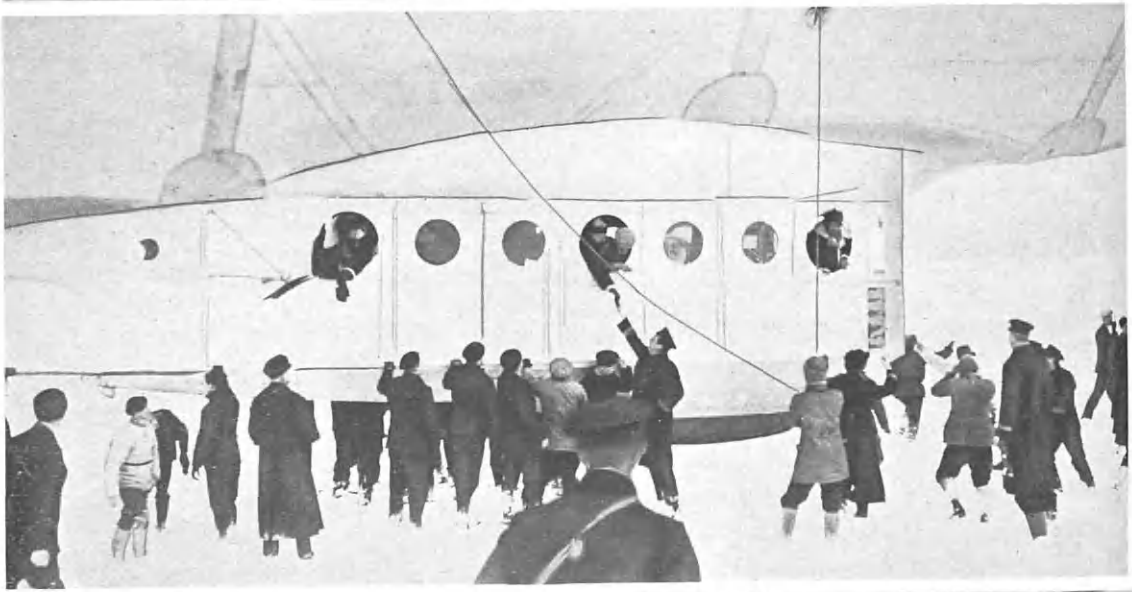
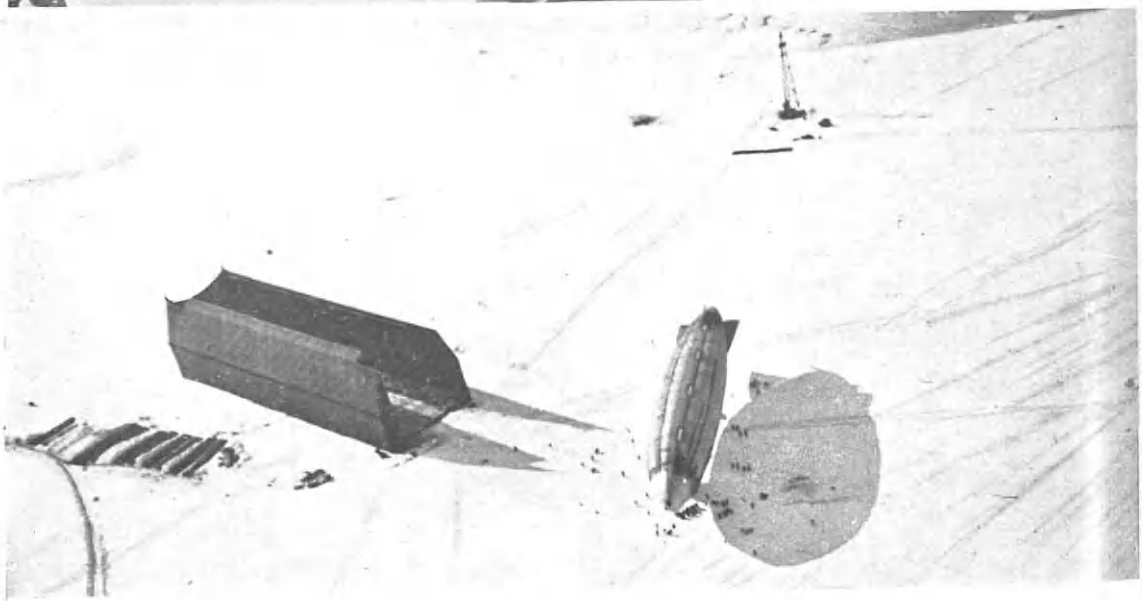
1. The hydrogen tanks.
2. Clearing a way to the mooring mast for the tanks.
The wonderful hand sledge made by Wisting—Our only means of emergency transport.





1. King's Bay—Hauling material for the mooring-mast.
2. Saying good-bye—A few minutes before the start.
3. Off for Alaska!

compasses through bearings. The sun compass was set for the North Pole. A little later on the airplane of the Byrd expedition, which had accompanied us, turned back southward. From this place through a slight fog covering the north coast of Spitzbergen, we thought we could see the western ice cupola of North East Land, where we landed in 1925.

"About one hour after we had left King's Bay we descried the ice lying some miles north of the Spitzbergen coast on latitude 30. At 10:43 we passed the edge, and only a few minutes later we had the polar ice under us.

"The slight clouds disappeared and as far as we could see northward, eastward and westward there was nothing but the blue sky and the snow-covered ice. Southward we saw the high peaks of Northern Spitzbergen, but soon they also disappeared.

"And now the outlook commenced. In spite of the results of our expedition in 1925 we eagerly looked for land all the way, even before we had reached the Pole, this time flying a little more to the eastward than last year. But we saw nothing. The ice gave the same impression as last year. Its surface was broken up in all directions, especially in the west and east, and the leads were small, few and crooked, and almost all of them covered by new frozen ice.

"We had also a favorable wind that increased our speed a few miles an hour. We looked for birds and animals, but in vain. Up to latitude 83 to 84 we frequently saw polar bear tracks and some seals that went out of sight on hearing the unknown thundering sound of engines. Now and then we saw also a solitary gull hovering over the ice. But 84 passed, all signs of life disappeared. The dark shadow of the airship was the only thing that moved on the ice, which was always broken up.

The only difference in the picture the ice gave approaching the North Pole was that the leads were fewer and smaller. Often it happened that we didn't see the leads at all.

"At about 9 o'clock P. M. we passed latitude 87 degrees 45 minutes north. It was at this latitude that our flying boats landed at 1 o'clock in the morning of May 22nd, on last year's examination flight, but the landing took place about fifty miles westward of this year's longitude. The motors of the airship, however, went with reduced speed over the same latitude in commemoration of the last flight. For Riiser-Larsen, Omdal and ourselves it was a solemn moment looking down on the ice where a little lead in immense polar ice for twenty-five days had been all our world.

"Approaching 88 we saw fog in front of us, and when we reached it we had to go up at first to 1800 feet to get over it. Later, the fog lying higher and higher, we had to rise to more than 3,000 feet to get over it.

Fog—"The fog rolled under the ship like a woolen ocean. This was a disappointment to all on board, especially to the leaders of the expedition. Even years before we joined our forces in 1925 we had dreamed about unveiling the Arctic from the air. Should we have to pass the North Pole and sail over the unknown regions on its other side in fog? It seemed so.

"For nearly two hours we flew over the fog. The only consolation to us was that we received valuable weather reports from the Stavanger radio station in Southern Norway, promising us favorable winds at least on the last part of the flight down to Nome, in Alaska.

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"Now and then however, there were openings in the fog, permitting us to look down on the ice, thus enabling us to assert that none of the region we passed after latitude 88 was land. This didn't surprise us, however, because last year we looked over the ice to 88.30 from our planes. The depth of the ocean where we landed being more than 10,000 feet indicated also that in no case could land exist before the pole.

"In that way we passed the 89th degree of latitude, going with an average speed of more than fifty miles an hour. We were quickly approaching the Pole. And not very far from this attractive point the sun became victorious.

"Another little detail of non-importance for our expedition happened also before our arrival at the Pole. By chance it was the birthday of Ellsworth.

"Late in the evening—11th—I (Ellsworth) mentioned this to our journalist and Ramm sent a press telegram about it. The result was that I some hours later received telegrams giving good wishes. One of these, being from our friends in King's Bay with an amusing text, I shall repeat: 'Passing into your 46th birthday and another hemisphere, we send you our heartiest congratulations.'

"My comrades on the expedition, as midnight passed on, drank my health in tea. I used Amundsen's cup from the South Pole marked 'Fram 11-12-1911.'

"When later on we passed over the Pole we discussed if we hadn't celebrated my birthday a little too early, because the time goes back one day going from one hemisphere to another. As I remarked in my diary 'so it looks as though I get another birthday tomorrow.'

"The observations made during the flight, the bearings taken to the wireless stations of King's Bay and Green Harbor on Spitzbergen and the sun compass, at length permitted us to state that we, at 1:30 A. M., May 12, Greenwich Mean Time, had reached the North Pole. The direction during all the flight had often been controlled by bearings. The astronomical observations of longitude corresponded almost exactly with the bearings, and the measures taken of the speed were controlled by observations of latitude.

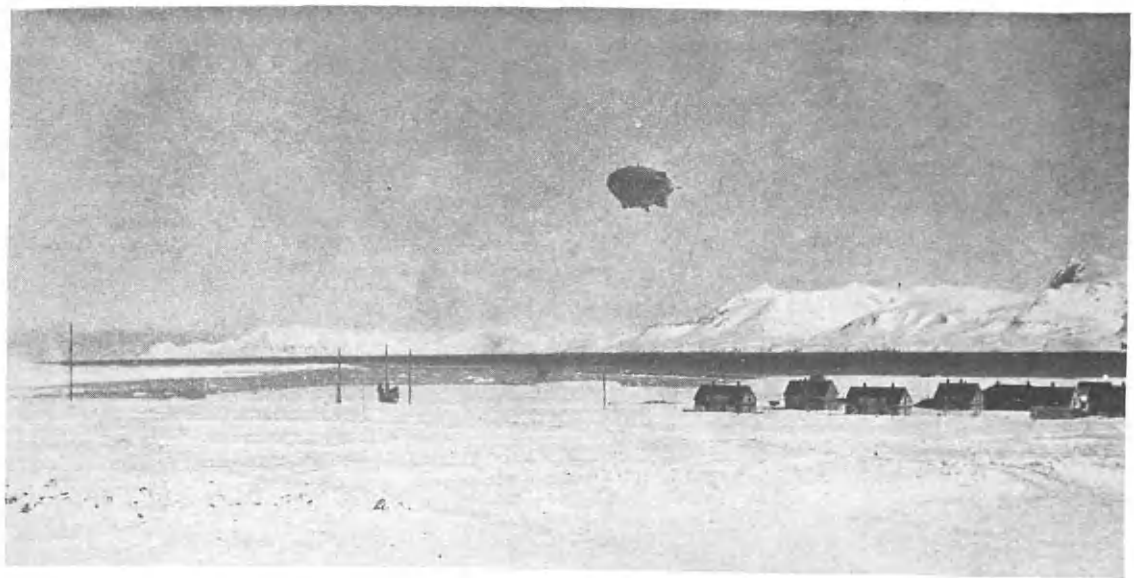
"In that way the ship was navigated from the King's Bay meridian to the Pole point, so, after the sun's position was taken in relation to this meridian at that hour, we could be sure that we were over the attractive goal.

At the Pole—"We went down to lower altitudes, not much lower than 300 feet, and saw that ice over the Pole had the same character as before—few leads, still smaller than those southward; not a sign of a living thing; only an endless broken-up ice plain glittering in the midnight sun under the keel of the Norge, which in a splendid way had fulfilled the first part of her task.

"Speed was reduced, one of the small windows of the cabin was opened and we carried out the little ceremony that we had hoped to realize since the plans of the expedition were formulated in Spitzbergen almost a year ago.

"The crew uncovered their heads. First the signer, Amundsen, dropped a Norwegian flag presented to the expedition by the Norwegian King and Queen, and then Ellsworth dropped the Stars and Stripes, presented to the expedition by the President of the United States. Then the Norge's pilot, Nobile, dropped the Italian flag.

"Slowly the multi-colored flags of the three nations sank through the air, being brightened by the sun. The staffs were so constructed that on reaching the ice



1. Disappearing into the gloom of the northern sun.
2. King's Bay, the most northerly settlement in the world (600 miles from the North Pole).
3. Norge on her way—Taken from Commander Byrd's plane.

they would stand perpendicularly, and we are sure that all our readers will understand the feelings of the crew of the Norge when we saw the three flags waving under us with the background of snow-covered ice.

"The Norge, with reduced speed, made a round over the Pole, the crew shook hands with one another and we looked for the last time down on the flags.

"Then we continued the flight. The engines regained full speed, members of the expedition recommenced their various tasks and the Norge flew southward for the first time since it started on its flight, the sun compass being settled for Point Barrow in Alaska.

"Till this moment we had flown over parts of the globe already known to humanity. In front of us now we had the biggest unexplored area of the world, and before we should see known land we had to cover not far from 1,500 miles.

The Unexplored—"What were the secrets of the area and should we succeed in pulling aside a part of the veil that covered it; and if we succeeded, should we land safe so we could tell the world what we had seen?

"These questions animated every man aboard the ship in the first minutes after we had passed the Pole, but soon our duties again occupied us and the flight went on as before.

"And indeed nothing had changed. No land was to be seen. The ice had always the same character and glittered in the same sun. No clouds were to be seen. Only on the western and southern horizon we observed some slight clouds, but not reducing the visibility.

"The wireless worked regularly. We received our weather reports, took the necessary bearings, sent our press telegrams so that the public all over the world would read about the ceremony over the Pole and our first impressions of the American side of the Pole only a few hours after we had passed over it.

"In the early hours of the morning some of the crew, having worked since we left King's Bay, tried to sleep a little. They crept into sleeping bags of reindeer skins and lay down on the narrow gangway in the keel, lying so that they didn't fall down on the keel canvas. They should not have run the risk, as it was easy to go through.

"But in spite of being already very tired it was almost impossible to sleep. The cold, the sound of the engines, the uncomfortable position and men constantly passing over them on the gangway kept them awake.

Pole of Inaccessibility—"Approaching the 'Ice Pole,' about 6:30 A. M., on May 12th, all the crew were again in the cabin or in the engine gondolas. We reached the 'Ice Pole' about 7 o'clock. This place is the center of the Arctic ice mass, lying at about 88 north latitude and 157 west longitude. It is called the 'Ice Pole' because it always had been considered to be the most difficult place to reach in the Arctic regions.

"But now its inaccessibility was broken. From the Norge sixteen men looked down on the ice. Even if we didn't know we were over it, we should have understood the character of the place as the centre of the Arctic ice masses, and we agreed that it would be very difficult and almost impossible to reach it by other means than by airplane and airship.

"For, indeed, the place merits its name. Not even the smallest lead was to be seen, yet the ice was broken up in all directions. It seemed to us, looking down from the Norge, as if we were over a wild, snow-covered region where giants had waged

war with ice floes. And we are sure that even the most adventure-desiring man on board the ship was happy that he was flying over the 'Ice Pole' and did not have to force his way on foot over its many barricades of ice.

"At 86 North Latitude we had covered half the distance between King's Bay and Point Barrow. Of the six and one-half tons of gasoline the ship had in its tank starting from King's Bay only about two tons had been consumed.

"Having passed the 'Ice Pole,' we shortly afterward came into fog, and from now until we landed on the lagoon inside Teller, in Alaska, we had more excitement than we expected to have when, before the start, we were formulating the plans the expedition had to meet and were discussing the various possibilities and dangers. No one afterward tried seriously to have a sleep.

Troubles Commencing—"It was between 8 and 9 in the morning that the fog and our troubles commenced. When the ship entered the fog it lay up to an altitude of more than 1,000 feet. As we had done before to avoid it, this time we also tried to pass over it. It seemed to succeed. For a while we had the beautiful view of the shadow of our ship on the fog as the center of an immense circle in all the colors of the rainbow. We had, moreover, the same experience as last year. When, in our flying boats, we passed over the fog, their shadows also were surrounded by a circle of rainbow.

"But having flown in the fog for a while we began to get trouble with the wireless—first, to the despair of Ramm, who wrote down his telegrams and gave them to Gottwaldt and Storm Johnson, knowing that it was impossible to transmit them; later on, to the still greater despair of Malmgren, who didn't get his weather reports, thus making it impossible for him to draw weather maps, now more necessary than ever, as the ship was approaching regions where almost all weather elements were unknown to him.

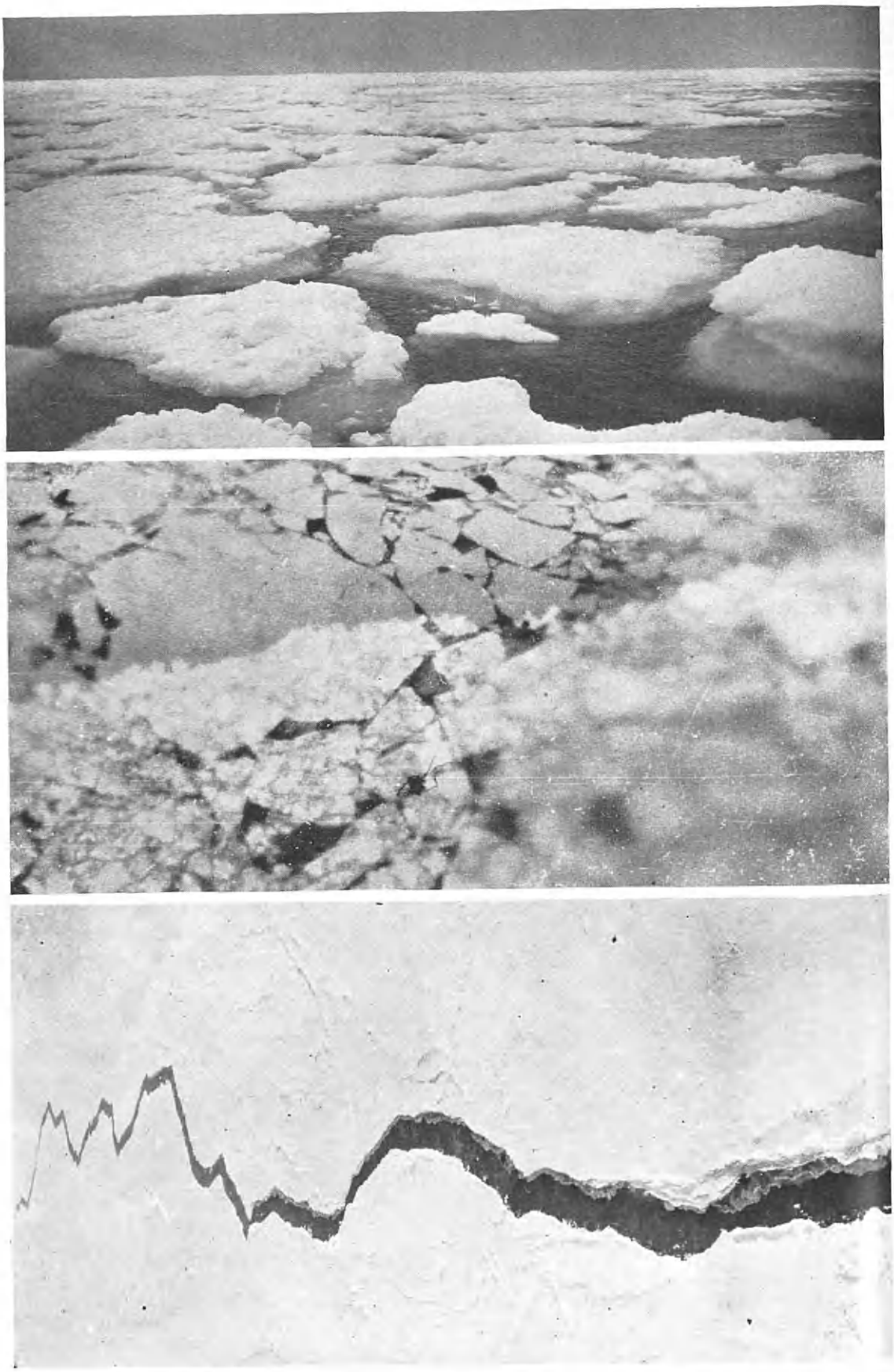
"Last, but not least, the trouble on the wireless due to the fog made it in any case impossible to have constant bearings, this also being of greater importance than before, as we were now getting no regular astronomical observations.

"The antenna, covered with ice, looked as if it were made of porcelain, and all the energy of the station was lost. The wireless men rolled up the antenna several times to clean it from ice. Also they cleaned, as well as possible, the wheel of the generator. But all was in vain, their calls were never answered.

"After our arrival in Nome we heard that all the more powerful stations in Alaska—Nome, Fairbanks, Cordova, etc., had listened in on various wave lengths to enter into communication with our station, but in vain. They didn't even hear our signals, a circumstance that shows the strong effect of the ice forming on the Norge's antenna.

"However, the flight went on, and the fog lying higher and higher, we had to go up to almost 2,500 feet. This time, as when compelled to fly over the fog before reaching the Pole, we could assert that we had no land under us. A few openings in the fog permitted us to look down on ice. This had always the same character, with a few leads running in an east-west direction.

"The situation in the evening became worse. Clouds were over us and fog under us, going together in one woolen mass. First we went down to a lower altitude, but, snow falling, we returned to a greater altitude, but here we met a new danger. The ship began to be loaded



CONDITIONS OF THE POLAR ICE AS SEEN FROM THE NORGE.
1. Fringe of the "Polar-Pack."
2. Vicinity of the Pole.
3. A great lead from an altitude of 1,500 feet.

"THE FASCINATION OF THE UNKNOWN."

1. Point Barrow, Alaska—First land after leaving King's Bay, Spitzbergen.
2. In the navigating cabin—Measuring atmospheric electricity.
3. In the rigging during the flight. (Note "Pemmican" tins lashed to rigging).

down by ice. Nobile asked our meteorologist what to do. Malmgren started at once to make systematic observations of the amount of rime at various heights, and repeated this many times during the flight.

Ice Crust on Airship—"But the fog didn't only create difficulties for height and observations; far more dangerous was the ice crust that began forming on the ship's engines and propellers. This threatened us also in another way. When, for the first time, we heard that ice bits loosened from the outside wires of engines by the propeller were thrown as projectiles through the keel's canvas, making holes in it, all the crew understood perfectly that we had begun a critical stage of our flight.

"If the blades of the propellers were smashed by the loose-end bits of ice, pieces of them certainly would make such big holes in the balloon that immediately we would have been forced to go down on the ice and walk to the coast. When the ice bombardment on the keel started we were more than 200 miles from the coast. Up to that moment, while looking down on the ice, we had only watched it with the eyes of explorers. We had photographed it, had made notes about the number and greatness and direction of its leads, and had tried to state how high the ice floes were on its broken up surface. Facing the possibility of marching on it down to the coast the ice had still greater interest for every one in the ship. All were glad that the ice bombardment had not started before.

"However, the flight went on, the propellers not being smashed. But again and again we heard the ice bits going through the canvas of the keel, giving the crew a hard job to repair the breaks. One break was so big that the airship had to be slowed up in order to repair it. Once more we learned to appreciate the carefulness with which Nobile had prepared the airship for the flight, having strengthened the envelope outside the gas bag near the propellers just to avoid the very danger that now threatened ship, crew and expedition.

"However, we couldn't trust that envelope and the gas bag's resistance, and as long as the ice bombardment went on we eagerly watched its effect. For a while after the big break was made the ship went only at half speed. Several times the motors by turns were stopped to clean the blades of the propellers from ice.

"The distance covered indicated that we were approaching the coast and probably would be in Point Barrow the next day. We had succeeded in getting a position line that went a little to the westward of the Point Barrow meridian.

"Early on the morning of May 13th, Greenwich time (in the afternoon of May 12, Alaska time) several signs indicated that we couldn't be far from land. The ice was still much broken up and the ice floes big, but we observed that the number of leads increased and that they were greater than we had seen since we left the ice edge behind us on the European side of the Pole. Open water also was observed at last.

Land—"At 6:50 P. M., Greenwich time, Riiser-Larsen, having examined the southern horizon for a long time through his field glasses, cried 'Land on the port below.'

"After a look down we understood that 46 hours and 45 minutes after we had left the ground in King's Bay we had reached Point Barrow at 71 degrees north latitude, 156 degrees west longitude. The transpolar flight was realized.

"For the first time in history human eyes have seen the region between the North Pole and Point Barrow. We had thus passed just over the supposed Keenan's Land north of Point Barrow without seeing it. They who have not believed in its existence are consequently right. We were also able to state that in the region we had flown over in our airship there exists neither continents nor islands. For in spite of the fog on the last part of the flight there were so many openings in it that in case land existed in the regions we passed we should have observed it.

"The transpolar flight was realized when the Norge passed the coast of Alaska, but the airship was far from its goal, a safe landing place. We have already mentioned that, due to the failure of the wireless, we had no information of the weather conditions over Alaska except the showing of a cyclone that seemed to be stationary over Bering Sea.

"When it was decided to try to reach Nome, the airship followed the coast of Alaska from Point Barrow toward Wainwright, which we passed at 8:45 A. M., May 13, Alaska time. We went over Wainwright at a low altitude. Captain Amundsen and his comrades spent the winter of 1922-1923 there, intending to try to go in an airplane over the North Pole to Spitzbergen.

"Lieutenant Omdal said afterward that he had recognized some of the people in Wainwright when they came out of their houses on hearing the sound of the motors. It is possible he did. In any case it is certain that when we passed over the camps on the coast every human being in the white men's houses and the Eskimos' huts ran out to look after the airship as it passed over their heads flying south.

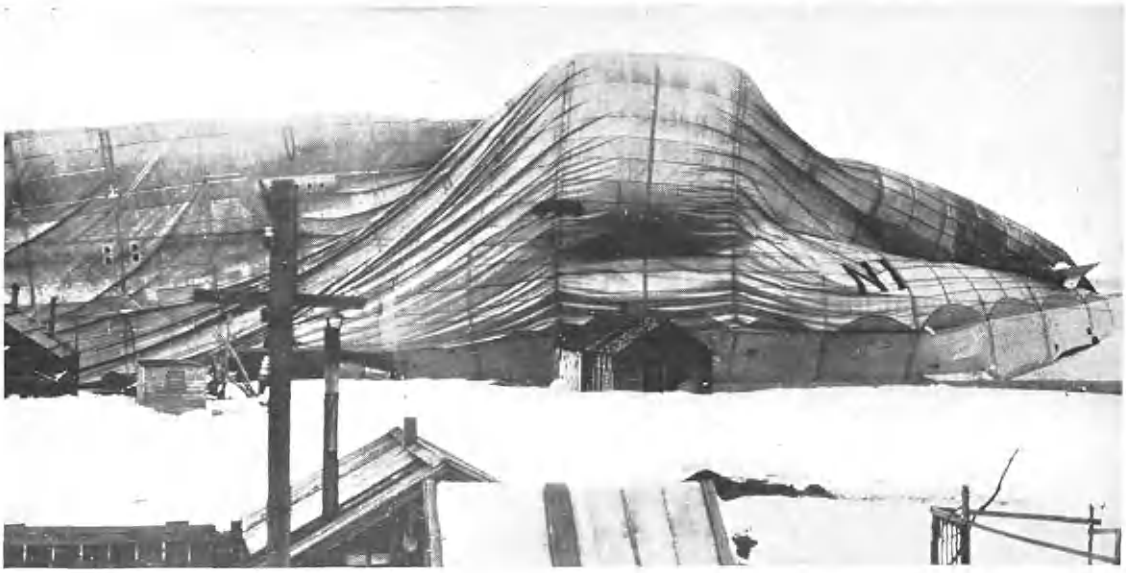
"As we approached Bering Strait it proved its reputation as one of the most foggy places on the globe. The fog got thicker and thicker and it became more and more difficult to follow the coast line, it being almost indistinguishable in the snow and ice. Another thing that increased our difficulties was the fact that the map of the northwest coast of Alaska did not correspond with the terrain.

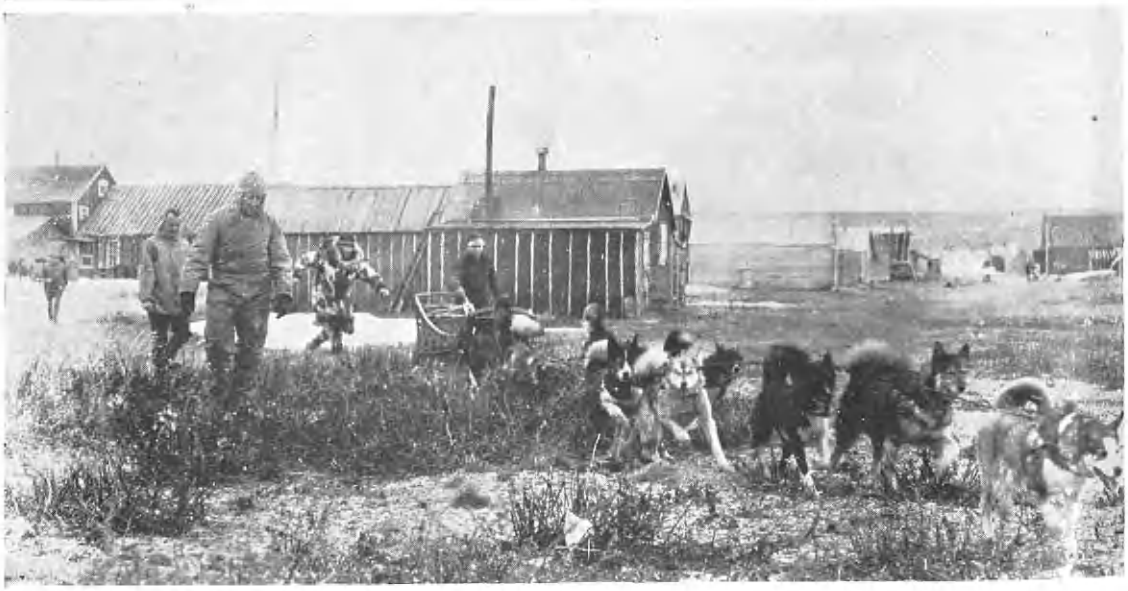
"After having continued for a while the fog got so thick that even from 3,000 feet altitude it was difficult to see the coast line. We changed our direction a little north of Cape Lisburne and continued southward over the land, at the same time going up over the fog. We had a rather fresh wind behind us. Now and then under us we observed a hill or the snow-covered ground. At this time we still had fuel for more than twenty-four hours' flying.

"Then ice crust began forming on the airship for the second time. It was alarming, not only because it loaded down the ship, but also because it spoiled the airship's trimming, most of the ice being formed on its bow. That the ice on the various parts of the dirigible was a great extra weight to carry for the Norge will be understood by the fact that when the ship landed at Teller it was covered by ice conservatively estimated to weigh about a ton.

"When we had flown over the water for a rather long time the situation again became so critical that orders were given to the navigator to bring the ship over land as soon as possible. It was difficult for us to know how long it would take to reach land, as we were ignorant of how far south or north we were on our course.

"Then our wireless man at last got a bearing after having tried vainly for all these hours to call up various stations. By a miracle, our men heard the Nome





1. The Norge at Teller after her historic non-stop flight.
2. 3. { Leaving Teller for Nome.

wireless call up another Alaska station and took a bearing in a hurry. This bearing made it possible to fix our exact position and we steered for Cape Prince of Wales. The wind calmed down a little when we rounded this cape, sheltered by Seward Peninsula, but was at the same time very capricious, so we had to sail in a high altitude to counteract the effects of the frequent squalls.

"In the afternoon of May 13th, we observed on the coast a lagoon covered with plain ice beside the little village of Teller, ninety miles northwest of Nome. The ice seemed to offer a good landing place and it was decided to go down there. We made several rounds over the lagoon and realized the landing would be a risky enterprise, with the wind still strong and capricious. We had, however, to go down. It was still more risky to go on, knowing nothing about the weather conditions more to the southward.

Landing at Teller—"So we commenced to prepare for a landing. A big sack, made for the purpose, was filled with various heavy things to a weight of not far from 800 pounds. To its end two ice anchors were attached with a steel wire and the exciting landing manoeuvres began. We went down to an altitude of 300 feet. Then there happened what merited the name of miracle, and which probably saved the ship and made it possible to land without a man receiving even the smallest scratch.

"The wind suddenly slackened for a few minutes. The sack was lowered on the ice, but this proved to be so smooth that the ice anchors failed to get a hold. The airship was hit by a slight wind gust and drifted toward the houses of the village. The gas was being blown out of the balloon all the time.

"The inhabitants of Teller, who had been observing the ship a long time before the landing manoeuvres began, now ran out on the ice. One of the long landing ropes was dropped and more gas was blown out.

"The ship sank slowly and hit the ground. But the wind continued to take it toward the village. Some of the crew jumped down on the ice, took the landing ropes and, assisted by the villagers, succeeded, by great effort, in bringing the ship to a stop only a few yards from the beach and houses. More and more gas was blown out of the balloon. At last the ship was quiet, in spite of the fact that the wind had again increased. The landing was made without the ship being wrecked or the crew hurt.

"By a rather strong gust of wind the balloon was suddenly forced down on its left side and at that time some of the steel tubes in the ship's metallic structure were broken. The damage thus caused was of no importance and easily repaired. None of the more important scientific and navigation instruments was damaged in the landing.

"When we landed the ship had in her tanks fuel enough to fly several hundred miles more, but with the tired crew and unknown weather conditions to the southward it was found too risky to proceed. On the last part of the flight the crew had suffered much from the cold. The raw fog that penetrated cabin, keel and engines after we passed the ice pole made the temperature feel lower than it was.

"The coffee and tea in our thermos bottles got cold twenty-four hours after we had left Spitzbergen and even froze. Our egg sandwiches and meat cakes also froze. The only food we ate was biscuits and chocolate. It was not possible to warm anything, the danger of lighting the hydrogen gas in the balloon being too great.

"We think when these details are told, that it will be easily understood by the readers of this narrative how good our first warm meal in Teller, prepared by the friendly inhabitants immediately after our landing, tasted to the sixteen hungry and tired men from the Norge.

"Having eaten and taken all the valuable instruments ashore, we then went to bed and slept, slept, slept.

Results of Expedition—"We have now to mention some of the results of the expedition. Perhaps it is too early to write about the scientific results of the transpolar flight, as several observations made during it have not yet been subjected to close investigation. However, it can be stated that the most important geographical result is that already referred to.

"There exists no land between the North Pole and Point Barrow.

"Dr. Harald Sverdrup of the Maud expedition has already shown that there exists no unknown land between the Pole and Eastern Siberia. Both results are in contradiction with the theory of the so-called Harris Land. This theory is built on the basis of tidal observations and supposes the existence of a large stretch of land north of Wrangell Island.

"There exists no such land. Instead, we have a deep, ice-covered ocean, extending from Spitzbergen to Alaska.

"The meteorological science has been aided by the flight and from that point of view the most important service was that it was shown to be possible to organize a meteorological service on board that during the entire flight from Rome to Alaska could furnish the pilot and navigator with all the observations and forecasts that they had use for. The expedition also proved that the meteorological conditions over the polar basin do not prevent a modern airship from crossing it.

"This may be of interest for the planning of future airship lines between Europe and the Far West, the route being a much shorter one than any other. Results of interest to pure science were obtained, such as those pertaining to air and electrical observations. It is very valuable to get air and electrical observations from the centre of a big ocean, conditions there being undisturbed.

Navigation—"The principles of navigation used in transpolar flights are in many ways different from those used in ordinary navigation. Hjalmar Riiser-Larsen of the Norwegian Navy, our second in command, was the navigator on the present flight as he was on the 1925 expedition. The way he performed his difficult task may be understood by the fact that he could announce to us, after the ship had covered the immense distance of between 2,100 and 2,200 miles between King's Bay and Alaska, that we had reached Point Barrow at just the point we had steered for all the way from Spitzbergen, even though during a great part of the flight the ship went through fog and snow, making it very difficult to take observations.

"The Goerz sun compass was his chief aid in navigation. It was of the same type as the one we used on the 1925 expedition. It was mounted outside the pilot cabin close to the side rudder wheel. We had brackets for it on each side in order to get noon observations from the sun. The compass had to be shifted from one side to the other every twelve hours—a cold job for the navigator, who had to hang for quite a time with half his body out of the cabin.

"The principle of the sun compass is as follows: A picture of the sun is reflected through a periscope down on a glass plate lying before the rudder man.

1. Members of the Expedition en route from Nome to Seattle aboard S. S. "Victoria."
2. After two years together—Ellsworth and Amundsen.

Connected to the periscope is a clock-work mechanism which turns the periscope 260 degrees in the same time the sun uses for the same movement. When once correctly set, your bow is pointing in the same direction as long as the picture of the sun is kept on the same spot. Corrections must be made for declinations and also for change in latitude, as the axis of the periscope must be parallel to the axis of the earth. To this must be added a correction for the ship's drift on account of winds.

"We also had one periodic steering compass and one periodic standard compass, both of English type. Beside these we had one ball aeroplane compass of the German Ludoff type. Both types behaved very well and it is impossible to say which was the best. We had the same combination on the 1925 expedition and found then that it was safest to have both types.

"For measuring drift and speed we had the Goerz instruments, through which the speed is measured by a four points bearing on an object on the snow underneath the ship. The distance passed over in a measured time is equal to the height of the ship above the ground. This requires the correct altitude for exact measurement. Our altimeters were the ordinary aneroid barometers. As these are set according to the barometric pressure at the place of departure, they are wrong when the pressure changes. We had different methods, however, of checking the sight for corrections in the altimeter. We carried instruments for this, but they could not be used under the special circumstances existing in the polar basin.

"Ordinarily the speed also can be checked by the time the shadow of the ship, the length of which is known, takes to travel over a certain object on the ground. But this method could not be used on our flight, as the low height of the sun gave a shadow too far away from the ship for sharp contours. We tried to use these methods, but they gave, as it proved afterwards, too great a speed. Because of the blurred outline the shadow did not give the full length of the ship. When the speed obtained in this way corresponded very well with the speeds found by the other instruments, we relied upon them until the midnight height of the sun gave us the correct latitude—not as high as we had calculated.

"The speed had been less partly because the barometric pressure had changed and the altimeter thus gave a false altitude, and partly because the measured speed will always be too high, due to the fact that the rudder-men steer a straighter course than usual while observations are being taken.

"Among other instruments we had a splendid German bubble sextant and three pocket chronometers which had been checked daily for a long period before we left. They were kept under a constant temperature during the flight. Wireless time signals were also taken.

"We used the Nautical Almanac and a Norwegian Fisherman's Almanac on the trip, the latter giving azimuths for high latitudes. For charts we used Mercator Projections up to 80 degrees north on the Spitzbergen side and 75 degrees north on the Alaska side. For the rest of the trip we used a gnomonic chart with an American map based on deviation curves in the polar basin.

"For the layman's better understanding here is a short description of one side of the astronomic navigation with respect to the special navigation conditions in the polar basin.

"By taking one observation only of

sun, moon, planets or stars one does not get one's exact position at a certain point. Such an observation tells you only that you stand somewhere on the so-called position line. By means of this line, which corresponds to perpendicular in the direction of the sun, the azimuth can be drawn into the chart. To get your exact position it is necessary to get a second position line, which crosses your first line at quite a big angle to obtain a sharp crossing.

"That is, you must either at the same time take an observation of a second astral body, far to the side of the first one, or if you get only the sun you can wait until the direction of this orb has altered. If you have been standing still between the observations it is very easy; but if you have been moving between the observations another calculation comes in. You must then do what is done in maritime navigation, move the first position line parallel to itself on the direction sheet to correspond to the distance you have moved and with the distance you have moved between the observations. Then you draw also your second position line and the crossing of these lines is your exact position at the time of the second observation.

"For air navigation this method will not be very correct because of the great distance you have moved between the observations and because the exact speed of the aircraft cannot be found in the polar regions.

"If in additions to these difficulties you enter fog, or for a considerable time are in the clouds—which give no chance at all for even the finding of approximate speed—you do not know whether you have moved 100 to 200 miles between the observations. In the polar basin you have in the summer only the sun for your observations, as the periods when the moon also can be used are very short. These did not coincide with the time for our flight and the best thing was to base our navigation only on a single observation, not trying to combine two of them.

"What you want to know is your latitude and longitude. If you take your observations at noon and midnight, the time when the sun is due south or north, you get a position line running east and west that gives your latitude. If at the same time a bearing of the sun shows it to be due south or north according to the sun compass and the magnetic compasses, you know your longitude is correct and whether you stand east or west of the supposed line.

"On the other hand if you take observations of the sun when it is due east or west, that is clocked A. M. or P. M., you get a position line running south and north, giving you your longitude.

"Apart from these methods we obtained our longitude at intervals during the flight to the Pole by radio bearings from the King's Bay wireless station, on the meridian of which we navigated.

"Finally, we want to draw attention to a misunderstanding among laymen, namely, that the magnetic compasses are completely out of action at the Pole. That would be the case if the magnetic pole were lying upon the geographic pole. But fortunately for navigation this is not the case. The magnetic pole is down on the Boothia Peninsula on the north coast of Canada. Thus there is a certain magnetic force at the geographical pole, although it is weak.

"Going from Spitzbergen to the Pole there is no great change in the deviation —that is, there is no great difference between magnetic north and true north. At the Pole itself the deviation can be said

to be only between zero and 260, as everything is true south at midday.

"If you change your deviation, you must change it so and so many degrees, corresponding to the angle between the meridian on which you arrive at the Pole and the meridian on which you will proceed.

"Going toward Point Barrow difficulties arise if you must navigate by magnetic compass alone, because the deviation changes so rapidly. Between 89 north and 80 it changes 90 degrees; that is 7 to 10 degrees every hour. If your position is wrong, you use a deviation with quite a big error attached to it, and this gives you presently a still bigger error in position. On that part of the distance we could not be too careful.

"Approaching the ice the wind, in our low altitude, slowed our speed to forty miles an hour. Toward 11:56 A. M.,—all time in this article is given in Greenwich mean time—the drift increased to the port. The altitude was increased from 600 feet to 1,000, where we found 14 degrees drift to the same side and an increased speed of almost fifty-four miles an hour. Speed and drift observations were taken constantly. If the sun compass mounted to more than 4 degrees, the setting of this was altered. For smaller angles the rudderman was ordered to keep the picture of the sun only a corresponding number of degrees out of the side of the centre of the glass plate, the field of this being five degrees to either side of the centre.

"At 1:10 P. M. we got a wireless bearing showing that we stood six nautical miles to the east of our meridian. Steering up against the easterly wind was slackened two degrees so that we gradually should get back again.

"At 3:21 P. M. we got a longitude observation of the sun which said that we were back on our meridian again. Our latitude was then such that we could use a very simple method for the calculation of the observations of the sun north of 85. There is so little difference between the azimuth and hour angle that all observations can be calculated as midday and midnight observations. That is, the time must be taken and the position line drawn perpendicular on the sun meridian at a distance from the Pole equal to the difference between the height of the sun and its declination at the moment.

"With the sun close to east or west there will be some small errors down to 85, but it is easy to see which way it will work and take it into consideration. Further wireless bearings in the evening proved that we were now sticking to our meridian. These could now be especially relied on, since we were so far away from a station that a small error would have given quite a great deviation.

"We also received wireless bearings from the Stavanger radio in Southern Norway and these, too, corresponded very closely.

"At 9:35 P. M. we took an observation of the sun. According to the position of the sun it would not have given us our correct latitude unless our longitude was correct. But that being the case, it proved that we were not so far north as expected. At 9 P. M. we had not been at 87.40 latitude, as expected, but close to 87; that is forty nautical miles further south—a little disappointing, but what could be expected.

"At this time we had a bit of a breeze, reducing our speed to only a little more than thirty-seven miles an hour, but it soon started to increase again. At 10:30 P. M. we met fog and passed over it at an altitude of 3,300 feet. When we got up

to this height the drift was found to be nothing, according to observations taken just before we left the ice behind us.

"As there was no drift we should now be headed due north, and the last minutes before 12 o'clock, King's Bay meridian time, were rather exciting, as at that moment we should have the sun right ahead. To our great satisfaction that was also the case. Our latitude, according to an observation of the sun, was 88 degrees 30 minutes. Through the openings in the fog, and later on when the fog in the vicinity of the Pole cleared away, we could ascertain that there was no drift.

"This also was a great satisfaction, as we knew that we were heading directly for the Pole and it only remained to find out when we were there. According to our speed observations, we should be at the Pole at about 1:30 A. M. on May 12. The sun at that moment would still have a position, given a good crossing, between a position line and our meridian. The height the sun should have at the Pole at 1.30 A. M. and its declination at that moment, were set on the sextant and the corrections taken into consideration.

"At the moment we passed over the Pole our time should have been changed to Point Barrow time; that is, we had to put our watches eleven hours back. It was not any longer 2.30 A. M. Norwegian time on the 12th of May, but 3.30 P. M. on the 11th of May. We had to repeat eleven hours we had just lived. We got two evenings in succession with no day between.

"At 4.20 A. M. a longitude observation indicated that we were a little west of the Point Barrow meridian. As we now were not steering for a geometrical position at the North Pole any longer, but for a big part of a continent—Point Barrow was not our destination if we could reach further south—we did not take the trouble to try to bring the ship back to that meridian. We just carried on, steering after the sun compass that would take us along a line parallel to that meridian.

"Until now we had no drift, and speed observations showed a little breeze just astern which had been expected by our meteorologist. Up to 7 o'clock we had varying drift angles to port, which slackened down toward 8 o'clock. A latitude observation at 8.45 A. M., May 12, indicated close to 84 degrees 30 minutes, showing that the speeds measured were now also too great. We were above fog and kept a constant lookout for openings which would allow drift observations.

"Later on, when the ship began to ice down, ice also settled on the sun compass which in a short time formed an ice block of the most fantastic shape. It is needless to say that the clockwork stopped, putting the sun compass out of action for the rest of the flight.

"As simple methods for the calculation of the sun observation were not sufficiently correct any longer, all the subsequent observations were calculated after the St. Hilaire method.

"Eight-twenty P. M. gave us our last latitude observation before Point Barrow as 76 degrees 45 minutes. In the thick fog we got into later it was difficult to keep up good steering, and with the frequent slowing down of speed for long periods giving a greater drift to the west it was impossible to check the course with any exactness.

"It was a surprise, therefore, to find by observation at 4 A. M. on May 13th, that we were in a nearly north-south position on a line striking the Alaskan coast and passing only twenty-one nautical miles west of Point Barrow. It was nearly twelve hours since the last longitude ob-

THE FIRST AMERICAN FLAG TO CROSS THE POLAR SEA.

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Engr'd by Campbell N.Y.

Theodore Roosevelt

servation and the error in estimating the drift angle thus amounted to not much more than one and a half miles an hour."

Ellsworth and the Arctic—These are the narratives of two flights over the Polar Sea, in the words of the men who charted it in part. What the future holds in the Arctic may perhaps be expressed in the words of Ellsworth, at a luncheon tendered him by the editorial staff of the "New York Times" upon his return to New York:

Mr. Ochs, Dr. Finley and my friends of The New York Times: I thank you for your kind welcome and for this opportunity to express to you the grateful appreciation that both Captain Amundsen and myself feel toward the "New York Times" for the befitting manner in which you gave to the world the story of a great adventure.

The successful flight of the airship "Norge" across 2,000 miles of unexplored polar sea in forty-eight hours was indeed an epic in exploration, and the crowning achievement of Roald Amundsen's thirty-two years of arctic effort. As to the value of such a flight, beyond its appeal to the imagination, only time can tell. But there will always be those who persist in asking, "What's the use?" when there is no direct gain in sight.

Sometimes out of the most seemingly abstruse efforts comes a practical gain. Helium was found in the sun, 93,000,000 of miles away from earth, but, after a search lasting nearly a quarter of a century, it was discovered on earth in time to be of use in the great war as a non-inflammable filling for airships.

For nearly four hundred years the Polar Sea has zealously guarded her secret against man's invasion. Mystery—a mystery as luminous and yet as impenetrable as its own mirage—enveloped the desolate waste until the airship "Norge" penetrated its heart, a million square miles in area, and changed the unknown into the known.

Besides adding to man's knowledge concerning the planet on which he lives, the flight has shown that the meteorological conditions over the Polar basin offer no hindrance to the successful crossing of a modern airship. Thus new facts in time sweep away the most stubborn prejudices, and the world may one day wake to find itself fast wedded to a new handmaid of progress—the linking of Occident and Orient by a short route through the air, *via* the North Pole.

Finally, to those who took part in the flight it was indeed "life's great adventure." To how few has the opportunity offered of speeding so fast and so far into the Unknown! There is an indefinable something about such an experience, where illusion and reality are so hauntingly intermingled, that may well color one's whole sentiment of existence forever.

As the snow-crowned peaks of Spitzbergen lost their identity in the deepening blue of the southern sky, civilization seemed to recede, beyond recall, and we hung like a speck—suspended at the heart of an oppressive mystery. In flying, as in life, it is not what we see, but what we cannot see that we fear. A sense of utter solitude took possession of us—an illusion of disembodiment—while I seemed to float through the void like a lost soul, beyond the confines of a three-dimensional world. Beneath, silently aloof, lay the flat surface of the frozen Polar Sea, a weird, unfamiliar world, forsaken of life, its mantle of white unblemished save where wind and tide had rift the icy surface into the cracks and leads of open water.

I found myself hanging over the side of the fuselage, lost in wonder and amazement at a world that God had seemingly forgotten. Yet the polar ice is not without its fascination! There is an inexplainable something about great open spaces, forsaken of men and given over to loneliness, that have a peculiar attraction all their own. There is a simplicity in breadth, space and distance that is inviting and ennobling. Things that lie flat are at peace and the mind grows peaceful with them.

The first Transpolar Flight itself will soon become a memory of the past, but that call of the silence and desolation of those far-flung ice fields, that strangely beautiful world of glittering white, lying beyond the rim of the Polar Sea, will ever "soothe and ravish me."

ROOSEVELT, Theodore, Jr.,

Explorer, Prominent Citizen.

Scion of one of the oldest and most prominent New York families of Dutch extraction and oldest son of the twenty-sixth President of the United States, Colonel Roosevelt has not been satisfied to rest on the laurels of his distinguished ances-

tors, but in his early manhood set out to make for himself a career of his own, based on his own efforts and abilities. In this he has succeeded to an unusual degree and, when still less than forty years old, he is able to look back upon a successful career in business as a manufacturer and later as a banker, very active and meritorious service as an officer with the American Expeditionary Forces during the World War, resulting in his promotion to lieutenant-colonel, and notably useful connection with public affairs of his native State, New York, as well as of the United States. In spite of the heavy demands upon his time and energy which these manifold activities have made for many years, he has found it possible to give much attention to many other interests. He is the author of numerous articles on various subjects, ranging from naval policy to fishing, and of one book, the latter devoted chiefly to his experiences immediately before, during and immediately after the World War. He has also been always actively interested in the Boy Scout movement and, indeed, in all forms of outdoor life, his favorite recreation being hunting. During 1925-1926 he was one of the chief figures in the James Simpson-Roosevelt expedition to Asia, undertaken under the auspices of the Field Museum of Natural History, of Chicago, and carried to successful conclusion. He is also a member of numerous clubs and other organizations, and withal deeply devoted to his family and home life.

The American line of Roosevelt is one of the oldest in the country and dates back to about 1640, when Claas Martenszen Van Roosevelt first appears in some ancient records of New Netherlands. He was a shrewd, strong Hollander, of sterling worth, and he transferred to the land of his adoption the habits of thrift that had been developed in the old country. He married Jannetje Thomas, a young belle of the New Netherlands, whose personal charm was eclipsed only by her housewifely accomplishments, and their happy union was blessed with many children, all of whom seemed to inherit the many moral and physical virtues of their parents. In the second generation the family began to add intellectually to their agricultural talents, and in the third generation Johannes Roosevelt took a strange delight in what seemed to his friends an extravagant expenditure for works of art. He is said to have been one of the first to import paintings, fine furniture and artistic metal ware from The Netherlands, and his home became a wonderland to his less enterprising fellow-citizens. The fourth generation of the family was marked by so great a change in the Dutch characteristics that Jacobus Roosevelt, the most outstanding member of that generation, may be regarded as an American in the modern sense of the word. He believed in freedom and home rule, but in that troublous time he was diplomatic, and attended to his commercial interests so that he largely increased his inherited fortune. Small families seem to have been rare with the Roosevelts, and through the many marriages the race was represented in its fifth generation in its own name by at least fifty families, which, as a whole, were prosperous, capable and prominent. By now they had added to their education and culture qualities represented by patriotism, executive power and statesmanship, probably brought out by the War of the Revolution. In this period, among the most outstanding were Jacobus Roosevelt, afterwards known as James; his brother, Nicholas Roosevelt, who was one of the first inventors of America, and who invented the steamboat at about the same

time as Fulton; Captain John J. Roosevelt, a brilliant and wildly reckless soldier; and Isaac Roosevelt, who afterwards became State Senator. Jacobus (or James) Roosevelt married Mary Van Schaik, and among their children were Cornelius Van Schaik and James. Cornelius Van S. Roosevelt married Margaret Barnhill, of Pennsylvania. He was a merchant, banker and capitalist, and one of the five richest men in New York, who took a deep interest in the welfare of the city, and was the founder of the famous Chemical Bank. His five sons were all important figures in the middle part of the last century, the fifth son being Theodore Roosevelt, merchant, war commissioner, and philanthropist. He married Martha Bullock, of Georgia, and their son was Theodore Roosevelt, President of the United States, Rough Rider, statesman, citizen, American, whose words and deeds the whole world knows well, and whose life and memory are held in loving remembrance by the whole Nation.

Theodore Roosevelt, twenty-sixth President of the United States, and father of Theodore Roosevelt, Jr., married (first), October 27, 1880, Alice Hathaway Lee, who died February 14, 1884, a daughter of George Cabot Lee, of Boston. The only child of this marriage was one daughter, Alice Lee, married to Hon. Nicholas Longworth, Speaker of the United States House of Representatives, and mother of one child, Pauline. Colonel Roosevelt married (second), in London, England, Edith Kermit Carow, born at Norwich, Connecticut, August 6, 1861, a daughter of Charles and Gertrude Elizabeth (Tyler) Carow, of New York. This union was blessed with five children: 1. Theodore, Jr., of whom further. 2. Kermit, born in Oyster Bay, Long Island, New York, October 10, 1889, a graduate of Harvard University, class of 1912, an officer during the World War with both the British and American Expeditionary Forces, since then president of the Roosevelt Steamship Company; married to Belle Wyatt Willard, daughter of Joseph E. Willard, of Virginia, and father of three sons and a daughter: Kermit, Jr., Joseph Willard, Dirck, and Belle Willard. 3. Ethel Carow, born in Oyster Bay, August 13, 1891, wife of Richard Derby, M. D., of New York, and mother of four children: Richard, Jr., Edith Roosevelt, Sarah Alden and Judith Quentin. 4. Archibald Bulloch, born in Washington, District of Columbia, April 7, 1894, a graduate of Harvard University, class of 1917, a veteran of the World War, during which he served with the rank of captain, and was severely wounded; married Grace Stackpole Lockwood, of Boston, and is the father of three children: Archibald Bulloch, Jr., Theodora, and Nancy Dabney. 5. Quentin, born November 19, 1897, died in action in France, while serving as a lieutenant in the United States Aviation Corps, July 14, 1918. President Roosevelt was born in New York City, October 27, 1858, and died January 6, 1919.

Theodore Roosevelt, Jr., oldest son of Theodore and Edith Kermit (Carow) Roosevelt, was born, September 13, 1887, at Oyster Bay, Long Island, New York. He was educated in the public schools of Oyster Bay and of Washington, District of Columbia; at Albany Academy, Albany, New York; at the Groton School, Groton, Massachusetts; and at Harvard University, Cambridge, Massachusetts, from which latter he graduated with the degree of Bachelor of Arts in 1908, receiving, also, in 1919, from his *alma mater* the honorary degree of Master of Arts. After leaving college he became connected with the Hartford Carpet Company, acquiring

a thorough knowledge of the business from the ground up during a year's stay at this company's plant in Thompsonville, Connecticut. He then went to San Francisco, California, as manager of the company's Pacific Coast branch, remaining there until April, 1912. After some months' connection with the firm of Bertron, Griscom & Jenks, investment bankers of New York City, he became, in September, 1914, a member of the firm of Montgomery, Clothier & Tyler, bankers and brokers, of Philadelphia and New York City. This connection continued until April, 1917, when he was commissioned a major in the United States Army, having previously attended the several Military Training camps held at Plattsburg, New York, of which he had been one of the earliest and most enthusiastic supporters. On April 20, 1917, he was attached to the 26th Infantry, in command of its first battalion. He arrived in France in June, 1917, and throughout his entire service was connected with the 26th Infantry, being promoted to lieutenant-colonel, September 2, 1918, and commanding his regiment during the last part of the Argonne-Meuse offensive, and being the only officer, not a member of the regular army, who commanded a regiment of regular troops in action. He participated in the battles of Cantigny, Soissons, the Argonne-Meuse and St. Mihiel offensives, and was gassed at Cantigny in May, 1918, and shot through the leg at Soissons. He also commanded his regiment on its march to Germany and served with it at the Rhine, being stationed there when he received word of his father's death. He returned to the United States and received his honorable discharge from active service in March, 1919. He received from the United States, for gallantry in action, the Distinguished Service Cross and from the French Government the decorations of the Legion of Honor and the Croix de Guerre. For a short time after his return to civilian life he continued some of his former business connections, but announced his decision to withdraw from business and devote himself exclusively to politics and public affairs.

In November, 1919, after an active campaign, he was elected for the first time to public office as a member of the New York State Assembly from the Second Assembly District of his native county, Nassau County, receiving the largest majority ever given to any candidate. At that time he resigned from all his commercial connections, which included membership on the board of directors of the Sinclair Oil and Refining Company, the J. G. White Manufacturing Corporation, the Broadway Improvement Company, and the White Motor Car Company. In the New York House of Representatives he served with much ability in 1919 and 1920, introducing, amongst other bills, a minimum wage bill. During the Presidential campaign of 1920 he took a very active and effective part in support of the Republican nominee, Senator Harding, and after the latter's election he was appointed Assistant Secretary of the Navy, assuming this important office March 4, 1921. During his incumbency he did very useful work, especially in connection with the reorganization of the navy yards. During the Limitation of Armament Conference, held at Washington in 1921-1922, he was chairman of the Naval Experts Committee of all the participating Nations. About his work in this capacity the Hon. Charles Evans Hughes, then Secretary of State and the prime mover of the Conference, later said:

As to his intelligence, vigor and capacity, I do not have to depend upon the reports of others. At

the time of the Washington Conference on Limitation of Armaments and in preparation for that conference I had opportunity to judge for myself. Colonel Roosevelt was early assigned to represent the Navy Department in the preparatory work. A long preliminary study was needed and it was had. I was in constant association with Colonel Roosevelt in these preliminary studies and during the conference. When I wanted naval facts, he got them for me. Loyal to the Navy, careful as we all were to preserve its relative strength, he brought to the work the sympathetic effort of one who was intent on the interests of peace. What impressed me most was the alertness, the industry, the promptness and the executive ability of Colonel Roosevelt, the worthy son of a great father.

When President Harding died, President Coolidge continued Colonel Roosevelt in office, and only when the latter was nominated as the Republican standard bearer in the gubernatorial campaign of his native State, New York, September 25, 1924, did he give up this work, which had been very congenial and equally fruitful. His letter of resignation to the President, dated September 26, 1924, was promptly acknowledged by the latter the next day in a letter accepting the resignation and praising Colonel Roosevelt warmly for his excellent work as Assistant Secretary of the Navy. He was formally notified of his nomination on October 1, 1924, at his home at Cove Neck, just outside of Oyster Bay, this occasion showing the high regard and respect in which he is held by his fellow-townsmen and, indeed, by very large numbers of New Yorkers in all parts of the State. A very active campaign followed, during which he distinguished himself as a powerful and effective speaker. But, although he received the loyal support of his party and a very large vote, the latter was not large enough to overcome that of his more seasoned opponent, Governor Smith, and Colonel Roosevelt was defeated.

In April, 1925, Colonel Roosevelt, accompanied by his brother Kermit, a seasoned big game hunter, sailed from New York City as a member of the James Simpson-Roosevelt Expedition on behalf of the Field Museum of Natural History of Chicago to the Himalayas in Asia. The principal purpose of the carefully arranged expedition was to secure some specimens of the famous Ovis Poli, considered the originating type of all mountain sheep and first described by Marco Polo, when that historic explorer made his remarkable journey through the Chinese Empire in the fifteenth century. The expedition was financed by Mr. James Simpson, an executive officer of Marshall Field & Company of Chicago, and, besides Colonel Roosevelt and his brother, the other members were George K. Cherrie, well known naturalist and explorer and companion of President Roosevelt during some of his trips of exploration, and Suydam Cutting, a well known New York sportsman, who acted as photographer. The expedition entered India *via* Bombay, and, receiving the fullest and most friendly coöperation of the British and Indian officials, made its way to Kashmir and from there through the Himalayas and Turkestan into the Tien Shan. Travelling vast distances in one of the most difficult territories in the world and much of the time at very high altitudes, the expedition, in spite of many hardships and some disappointments, fully accomplished its scientific purposes. It secured about eighty large mammals, including about twenty different species, and between eight hundred and one thousand small mammals, birds and reptiles. A total of eight specimens, a world-breaking record, of Ovis Poli were brought back, of which four were large, full-grown males, two young

males, one female and one young animal, making a group, when finally prepared for exhibition at the Field Museum, such as no other museum has ever possessed. There were also eleven Tien Shan ibex, and three Ovis Karelini, or Tien Shan, sheep, besides innumerable other specimens and a great amount of valuable data and many highly interesting and important photographs. Upon his return to Kashmir, Colonel Roosevelt and his brother were joined there by their wives, with whom they enjoyed some additional months of big game hunting before returning to the United States, where the party arrived in the best of health, March 2, 1926. Since then Colonel Roosevelt has made several addresses describing his experiences during his journey, these being all made before military or similar organizations. He has also in preparation a detailed narrative to be published soon, while the specimens secured by himself and by his associates, as well as the numerous photographs, both still and motion, will eventually form a most valuable addition to the treasures of the Field Museum. This series of articles will by no means be the first appearance of Colonel Roosevelt as an author. He has written numerous articles on a large variety of subjects, the extent of this variety being a good measure of the width of his interests. He has also written a book, "Average Americans," published in 1919 by G. P. Putnam's Sons and dedicated to "The Officers and Men of the 26th Infantry." In this book the opening chapters are devoted to his early reminiscences, and in them his father is lovingly portrayed. The balance of the book is given over chiefly to some of his experiences during the World War, and to an interesting presentation of his views and opinions on some of the conditions in this and other countries before, during, and after the war, as well as on some of the problems facing this country. As his father before him, he advocates preparedness—to avoid war. The title of the book is most happily chosen, for it treats of subjects which are or should be of vital interest to the average American, and it is written in a style to appeal greatly to the average man and woman.

Upon his return from the war, Colonel Roosevelt was one of the organizers of the American Legion, in the affairs of which organization he has taken a deep interest ever since. He is also a member of the National Executive Committee of the Boy Scouts of America, and vice-president of the National Conference on Out-Door Recreation; a patron of the Field Museum of Natural History of Chicago; a trustee of the American Museum of Natural History of New York City, and of the Neurological Institute and of the Orthopedic Institute of New York City. He is a member of the Harvard Chapter, Delta Kappa Epsilon Fraternity, the Boone and Crockett Club, the Harvard Club, the Knickerbocker Club, the Adventurers Club, the American Geographic Society and numerous other clubs and organizations. His religious affiliations are with the Dutch Reformed Church; while in politics he has always been a supporter of the Republican party.

Colonel Roosevelt married, in New York City, June 22, 1910, Eleanor Butler Alexander, a daughter of the late Henry Addison Alexander, a prominent lawyer of New York City. Colonel and Mrs. Roosevelt are the parents of four children: Grace Green, Theodore, Cornelius, and Quentin. The family home is at Cove Neck, Oyster Bay, Long Island, New York.

OSBORN, Dr. Henry Fairfield,

Paleontologist, Anthropologist.

The study of man and his relationship to the lower animal forms has been a serious matter among scientists ever since the Bible appeared with the story of the creation of Adam and Eve in the Garden of Eden, and in the present wonderful age of enlightenment it has been given point by the Fundamentalist activities of the late William Jennings Bryan and the refusal of the Tennessee Legislature to allow instruction on evolution in the public schools of that State. One of the leading Modernists who is perhaps the most distinguished champion of scientific phases of the controversy, Dr. Henry Fairfield Osborn, of New York, has improved a wonderful opportunity by contributing liberally from his vast storehouse of information, which has served the practical purpose of converting thousands to his views, while the Bryan argument, as seen through the eyes of science, has largely fallen flat and must be dismissed with an accumulation of error. Herein we may note a fundamental difference between the school of authority, represented by Mr. Bryan, and the school of investigation, represented by Dr. Osborn; the former accepts and repeats what it has been told, without inquiry at the source, while the latter rejects the doctrinal method and demands the facts and the truth. There can be no doubting the sincerity and earnestness of Mr. Bryan, whose frame could not stand up under the weight of a heart half broken by disappointment in politics and carried the whole way by the crushing disillusionment revealed in the trial of John T. Scopes, at Dayton, Tennessee; nor, on the other hand, could there be any denial of the logic of science, which in questions of this kind is all but mathematically correct. Yet for a proper understanding of the remarkable career of Dr. Osborn one must go far beyond the transitory glory of triumph in an epistolary battle of only two years, and study each piece of mosaic as it goes to make a composite whole, representing many years of the most painstaking study and research. For as the entire range of human effort was the province of Sir Francis Bacon, so has been everything touching man the field of this modern interpreter whose pronouncements are listened to with studious attention all over the World, and are considered the last word on the subjects concerned. Although, to return briefly to the evolution theory, certain pastors maintain that there is no conflict between religion and science, there would seem to be a discrepancy when the Bryan followers stand on man's Biblical age of not exceeding 5,000 years, whereas Dr. Osborn, carefully calculating from thousands of fossil formations dug out of the lap of earth, estimates it at 500,000. That Dr. Osborn's deductions in this case and countless others are substantially correct is the belief of his learned colleagues, who as members of the various scientific societies have conferred upon him every honor within their gift, but there can be no positive proof, so the Fundamentalists are left reeds for legs to stand upon.

Henry Fairfield Osborn was born August 8, 1857, at Fairfield, Connecticut, the son of William Henry and Virginia Reed (Sturges) Osborn. William Henry Osborn, a native of the town of Salem, Essex County, Massachusetts, who died at New York City, March 2, 1894, started life as a merchant, then became a financier and railroad president. When he was about fifteen years of age he went to

the West Indies, and remained for a decade, after which he came to New York. In 1856, at the remarkably early age of thirty-one years, he was made president of the Illinois Central Railroad; he was also president of the Chicago, St. Louis & New Orleans Railroad. He served the Illinois Central as president until 1865; in 1882 he declined reëlection to this post, and a year later retired from business pursuits. In 1854 he married Virginia Reed Sturges, who died in 1902, and they had two sons whose achievements have been quite similar: 1. Henry Fairfield, of whom further. 2. William Church Osborn, born at Chicago, December 21, 1862; graduated at Princeton University, Princeton, New Jersey, with the degree of Bachelor of Arts, in 1883; married Alice Dodge, of Riverdale, New York, June 3, 1886; railroad director and noted lawyer, member of the firm of Osborn, Fleming & Whittlesey, of New York City. William Henry Osborn, it may be mentioned in passing, was a connoisseur of art and probably owned the most valuable collection in existence of the pictures of F. E. Church. He died at the age of seventy-four, and was buried at Garrison, New York.

This branch of the Osborn family in the United States springs from the noble loins of crusading Englishmen, the lineal descent having been through the following representatives from the original paternal American ancestor, Richard Osborn, born in 1612, died in 1686; came from England to this country, was at Hingham, Massachusetts, in 1636, at New Haven, Connecticut, in 1639, and at Fairfield, 1650; a captain in the Pequot War; and from him on down to William Henry Osborn and Henry Fairfield Osborn. The maternal descent proceeds through John Sturges, born in 1624, died in 1700. Jonathan Sturges, born in 1650, died in 1711. Peter Sturges, born in 1685, died in 1757; married Hannah Jennings. Samuel Sturges, born in 1712, died in 1763; married Abigail Bradley. Jonathan Sturges, born in 1740, died in 1819; Yale graduate in 1759; delegate to the Continental Congress, 1774-87; member of the First and Second United States Congresses, 1789-93; Associate Justice of the Supreme Court of Connecticut, 1793-1805; married Deborah Lewis. Barnabas Lothrop Sturges, born in 1769, died in 1831. Jonathan Sturges, born in 1802, died in 1874; New York merchant and financier; married Mary Cady. Virginia Reed Sturges.

Henry Fairfield Osborn graduated from Princeton University in 1877 with the degree of Bachelor of Arts, and in 1880 with the degree of Doctor of Science. He has received the following honorary degrees: Doctor of Laws, Trinity College, 1901; Princeton, 1902; Columbia, 1907; Doctor of Science, Cambridge University (England), 1904; Yale University, 1923; Doctor of Philosophy, University of Christiania (Norway), 1911. As a young teacher he was a valued member of the Princeton faculty from 1881 to 1890, having charge of natural science subjects as assistant professor from 1881 to 1883, and professor of comparative anatomy from 1883 to 1890. In 1891 he joined the teaching force of Columbia University at New York; he was Da Costa professor of biology from 1891 to 1895; professor of zoölogy from 1896 to 1910; dean of the faculty of pure science from 1892 to 1895; research professor of zoölogy from 1910 to date. By 1891 his work had attracted the attention of the American Museum of Natural History, in which he was created curator of the department of vertebrate paleontology, a

position he filled with great credit to himself and the institution until 1910. From 1899 to 1901 he was assistant to the president of the museum, from 1901 to 1908 he was vice-president and a trustee of the same organization, and since 1908 has been president of the board of trustees and honorary curator. From 1900 to 1924 he served as vertebrate paleontologist of the United States Geological Survey, and since 1924 has been senior geologist. From 1900 to 1904 he also did important work for the Canadian Geological Survey. From 1894 to 1916 he was a director of the Brearley School for Girls, and from 1901 to 1916 was president of this institution. As chairman of the executive committee of the New York Zoölogical Society, from 1896 to 1903 he was active in establishing the New York Zoölogical section of Central Park. In 1902 he was chairman of the zoölogical and paleontological advisory commission of the Carnegie Institution at Washington, District of Columbia. On December 4, 1906, he was elected secretary of the Smithsonian Institution at Washington, but declined. Since 1910 he has been an elector of the Hall of Fame in New York University. Since 1911 he has been a trustee of the Kahn Foundation for Foreign Travel of American Teachers. From 1912 to 1918 he was a trustee of the New York Public Library, and from 1913 forward a trustee of the National Academic Association. In 1891 he was president of the American Society of Naturalists. In 1892 vice-president of the American Association for the Advancement of Science; in 1897 president of the American Morphological Society; from 1898 to 1900 president of the New York Academy of Sciences and the Marine Biological Association. From 1908 to 1923 he was president of the New York Zoölogical Society; in 1910 president of the Audubon Society of New York State; in 1914 and 1915 president of the American Bison Society; in 1921 president of the Second International Congress of Eugenics. In 1906 he was chosen a member of the council of the National Academy of Sciences, and has held that position ever since. He was a member of the Roosevelt Memorial Commission of New York State. Since 1907 he has been a councillor of the American Philosophic Society and the Institute de Paleontologie Humaine. Since 1909 he has been a trustee of the Hispanic Society of America, and has served as first vice-president from 1919 to 1924. In 1911 he was vice-president of the Washington Academy of Sciences. He was a member of the committee on awards of the Hayden Geological Memorial Medal of the Academy of Natural Sciences of Philadelphia, and the medal commission of the National Institute of Social Sciences; the committee on award of the Daniel Giraut Eliot medal. He is a corresponding member of the Association pour L'Enseignement des Sciences Anthropologiques; Fellow of the American Academy of Arts and Sciences and the American Geographic Society. He is an honorary member of the British Association of Advanced Science, the Geological, Zoölogical and Linnaean societies of London; the Literary and Philosophical Society of Manchester, England; the Imperial Society of Naturalists, Moscow; La Plata Musical School of Natural Science; the Royal Bavarian Academy of Sciences; the Senckenbergische Naturforschende Gesellschaft; the Societe Academique d'Histoire Internationale; honorary fellow of the Royal Society of Edinburgh; the Royal Academy of Science of Sweden; the Royal Academy of Science of Upsala;

Associe de l'Academie Royale de Belgique; and others. The clubs in which he is an influential member include the University, Century, Boone and Crockett, Princeton and Half Moon, of New York; and the Cosmos, of Washington.

He is the author of the following works: "From the Greeks to Darwin," in two editions, 1894; "The Evolution of Mammalian Molar Teeth," 1907; "The Age of Mammals," 1910; "Huxley and Education," 1910; "Men of the Old Stone Age," 1915; "Origin and Evolution of Life," 1917; "Impressions of Great Naturalists," 1924; "The Earth Speaks to Bryan," 1925; and more than 650 scientific and educational papers, articles, etc. He is the editor of "A Naturalist in the Bahamas," a memorial produced in 1910 to John I. Northrop. He is the recipient of the gold medal of the National Institute of Social Sciences, 1910; the gold medal of the Hayden Memorial Award of the Academy of Natural Sciences, 1914; the Gaudry Medal of the Geological Society of France, and the Darwin Medal of the Royal Society of London, 1918; the Cullum Medal of the American Geographical Society, 1919; the Belgian decoration Commandeur de L'Ordre de la Couronne, 1920; the Pasteur Institute Medal, 1925; the gold medal of the Societe Nationale d'Acclimatation de France; the Roosevelt medal of honor, 1923; the gold medal of the Holland Society, 1925. He lives at Garrison, New York, and his permanent mail address is the American Museum of Natural History.

In November, 1915, Dr. Osborn addressed the first meeting of the National Academy of Science at New York, taking as his subject "Dinosaurs," that lumbering prehistoric animal whose skeletons have occasionally been found. In December, 1916, he wrote a letter to the New York "Times" commenting on President Wilson's latest peace note and urging that the United States should declare in favor of the Allies in the World War. He was awarded the Darwin medal by the Royal Society of London in 1912. In May, 1919, he wrote the "Times" advocating a direct per capita educational tax in New York City. In November, 1919, he received an honorary diploma of membership and a medal from the Antwerp Zoölogical Garden, and in December the Cullum medal from the American Geographical Society. In June, 1920, he became a member of the Roosevelt Memorial Committee. In July he sent a message to Roald Amundsen by the army flyers attempting the New York-Alaska airplane flight. In May, as president of the American Museum of Natural History, he issued a statement to the press calling for the erection of new buildings for the institution, and estimating their cost. In September he called the "melting pot" a false theory in an address before the International Eugenics Congress at New York. In the New York "Times" for March 5, 1922, he had a special article on evolution and religion. In the latter part of April, 1922, he commented on the fossil tooth found in the home State of Mr. Bryan, Nebraska, and expressed the opinion that this tooth proved the man-ape existed in America. Early in February he was reëlected president of the American Museum of Natural History. In May, 1923, he lectured at the museum on animals of prehistoric type discovered in Mongolia. Early in June, 1923, he was awarded the Roosevelt Memorial Association medal for his efforts in the direction of the study of natural history. Toward the end of June, 1923, he received an honorary degree

from Yale University at New Haven, Connecticut. He went to Japan to pursue his studies, and early in September was reported safe after the Japanese earthquake. Late in this month he issued a statement from the Orient on the fossil beds of Mongolia, where he found dinosaur fossils, nests and eggs. Late in October he made his report on the results of the third Asiatic expedition of the American Museum of Natural History in 1922. Early in November he arrived by steamer at Victoria, British Columbia, after having completed certain Asiatic explorations. Having taken a train for home he stopped in Chicago long enough to state that the brain of the stone age man was equal to that of the moderns', and he predicted that the origin of human life will be found in Mongolia. In November, 1923, the "Times" carried a feature article by James C. Young, describing Dr. Osborn's explorations and discoveries in Mongolia. In the beginning of December he pleaded for selective immigration before the National Immigration Conference. In April, 1924, he summed up the conclusions of scientists meeting at the American Museum of Natural History on the subject of the origin of man. On July 11, 1925, while the Scopes trial at Dayton, Tennessee, was at its height, he stated the case for evolution in answer to William Jennings Bryan; Mr. Bryan, worn out by his strenuous fight, died at Dayton fifteen days later. Late in November he was awarded a gold medal by the Holland Society of New York in recognition of his achievements in the field of biological anthropology. At the dedication of the new Peabody Museum of Natural History at Yale University he spoke late in December on the origin of the species. On January 4, 1926, he appealed in his annual report for $10,000,000 additional to carry on the work of the American Museum of Natural History in New York City and abroad. In the same month he debated with the Rev. C. E. McCartney on the subject of whether evolution menaces religion. At a speech before the American Academy of Science he declared in February that present-day theories of evolution are far different from Darwin's time. Later in this month he spoke before a group at Cornell University, Ithaca, New York, in which he defended evolution and dated man back 500,000 years. In March he received from the Geological Society of London the Wollaston gold medal. In the issue of April 18 of the New York "Times" he had an article on evolution and man's spiritual qualities. In May he was notified that he had been elected to a fellowship in the Royal Society of England. In June he spoke before the Geological Society of London and discussed the results of the trip to the Gobi Desert by Roy Chapman Andrews. In August he reviewed the progress of science in evolution since Darwin's time in an address before the British Association for the Advancement of Science. Four days later, addressing the same body, he asserted that the plateau region of Asia was the home of the ancestors of man of the mammal age. Late in August he returned to the United States.

On September 29, 1881, Dr. Osborn married Lucretia Thatcher, daughter of General Alexander J. and Josephine Adams (Perry) Thatcher, and their children have been five: 1. Virginia Sturges, who married Robert G. McKay. 2. Alexander Perry. 3. Henry Fairfield, Jr. 4. Josephine Adams, who married Jay Coogan. 5. Gurdon Saltonstall, deceased.

SCHERER, Hugo,

Talented Industrial Executive.

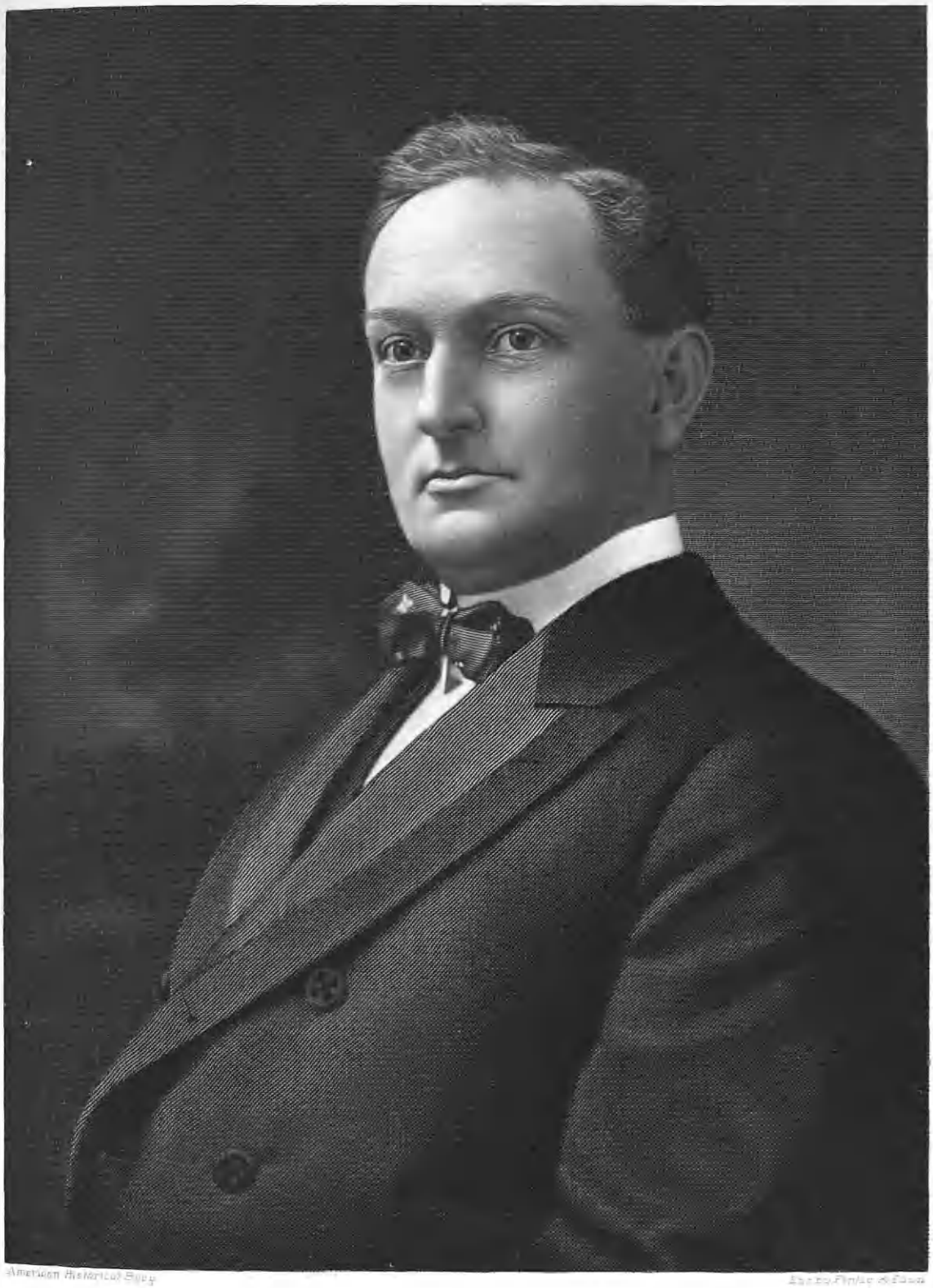
In the importance of great industrial and commercial enterprises of today the keenest appraisal is found of the men who have carried them to their present level. Phenomenal development is accomplished only by consistent, forceful and judicious effort. The splendid courage, the tireless energy, the discriminating judgment upon which, of necessity, such predication depends, should be applauded not only by a man's contemporaries, but by the records of his work which are prepared with a view to perpetuating his name in the annals of American advance. Hugo Scherer, of Detroit, Michigan, made his name of significance beyond computation to the progress of his day. As all sincere, earnest effort adds in great measure to the sum of general good, so the work which Hugo Scherer accomplished means much to the municipality, the commonwealth and the Nation.

The Scherer family traces back to old Huguenot origin, and from the pioneer to the present day in American advance the name has been one of broad significance. Holding the Lutheran faith, the family gave to the church more than one clergyman of distinction and power, the legal profession claimed its share of their energies, various members becoming judges, and American letters have felt the influence of the name. John C. Scherer, Mr. Scherer's father, was a prominent physician and chemist, brilliantly endowed. He married Henrietta Schiffer, a member of an old and distinguished Pennsylvania family.

Hugo Scherer was born in Detroit, Michigan, October 9, 1859, and died at his home, No. 195 Lake Shore Road, Grosse Pointe Farms, in the suburbs of Detroit, November 6, 1923. His early education was received in the public schools of his birthplace. Later he attended the German American Seminary, there acquiring the habit of study which remained with him throughout his lifetime and made him a thoroughly educated man. He completed his formal education in Germany, spending six years in the universities of Mayence and Worms, becoming a highly accomplished linguist and master of French, German, and Italian. He was closely familiar with classical Greek and Latin, and his retentive mind kept ancient history, as well as modern, always fresh in his memory. His discriminating taste and critical habits of reading gave him inexhaustible funds of information, always definite and accurate. He also became an expert chemist.

Mr. Scherer's first business experience was in manufacturing materials for horse-drawn vehicles of the lighter type, particularly pleasure vehicles. With the introduction of the automobile and its prompt acceptance by the purchasing public as a practical and desirable vehicle for both business and pleasure, Mr. Scherer saw his opportunity and made changes and inaugurated expansion which brought the enterprise into national importance. The business, known since 1887 as H. Scherer & Company, was founded in the year 1851. His tireless labor and unfailing judgment became vital factors in the development and growth of the enterprise, and it is due to his outstanding business ability that the interest has attained its present importance.

Mr. Scherer's further business affiliations were many. He was owner of the Detroit Forging Company, the Hugo Scherer Land Company, of Detroit, the Michigan Steel Boat Works, also of Detroit, and the Saint Clair-Athol Rubber



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Hugo Stern.

Company of Marysville, Michigan. Mr. Scherer was also vice-president of Livingstone, Higbie & Company, a successful and prominent investment banking house of Detroit, his sons-in-law being his associates. A director and for twenty-one years active in the People's State Bank, of Detroit, the largest bank in Michigan, and the twenty-fourth in size in the United States, he bore a noteworthy part in its development. The concerns of H. Scherer & Company and the Detroit Forging Company, as well as the Saint Clair-Athol Rubber Company, do a large business, their products being distributed not only in every State of the Union, but also abroad.

Even in the interests of his leisure, Mr. Scherer gave his attention to the activities of more than personal value. He took particular pleasure in real estate affairs and from early life made a habit of investing his surplus funds in real estate, confining his operations practically without exception to the city of Detroit. This to him seemed an expression of civic loyalty, and a practical method of crystallizing this sentiment, as indeed it was, for this contribution was of incalculable value to the growth and advancement of Detroit. Eventually he enjoyed the distinction of controlling more real estate than any other man in Michigan.

Invariably he kept each piece of property wholly free of incumbrances of any kind, never placing a mortgage on any property held in his name. He was the owner of the Fine Arts Building, the Scherer Building, the Empire Building, the Broadway-Central Building, and the Plaza Hotel. He also owned seventy-five other buildings in Detroit and twenty sub-divisions outside of the city. In all his dealings of whatsoever nature, his success was largely due to the fact that everyone who dealt with him felt absolute confidence in his reliability and integrity, a confidence never misplaced.

Mr. Scherer was a leading member of the Detroit Chamber of Commerce, the Rubber Association of America, the Iron and Steel and Heavy Hardware Association of New York, and, as a young man, was identified with the Detroit Light Infantry. Early in the period of the World War and American participation in that struggle, the plant of the Detroit Forging Company was devoted entirely to the production of war materials and supplies.

In political affairs, Mr. Scherer was a loyal adherent of the Republican party and its principles, and, although never accepting public responsibility, he bore an effective part in the progress of the party. He was a well known figure in club circles, holding membership in the Detroit Club, the Country Club, Detroit Athletic Club, Lochmoor Country Club, Old Club, Harmonie Club and the Detroit Automobile Club.

Recreation to Mr. Scherer meant literature and occasionally bridge, at which game he was an expert, his keen mental faculties and remarkable memory making him a formidable adversary. Books were his closest companions in his beautiful home on the Lake Shore Road in the village of Grosse Pointe Farms, as well as in his earlier town house on East Jefferson Avenue. The country home, the family made their permanent place of residence after the year 1917, and there Mr. Scherer's magnificent library still seems to yield the atmosphere of the owner who took such sincere delight in its volumes. He travelled extensively, visiting practically every point of interest in America and crossing the Atlantic frequently. He had booked passage to Italy when heart

trouble caused his sudden death, and this long and useful life was closed.

Mr. Scherer's religious affiliation was with the Unitarian Church. The board of directors of the People's State Bank, of Detroit, in resolutions passed shortly after his death, said:

> Three strong characteristics marked his life, and can well be emulated:
> He loved his family.
> He loved his work.
> He loved his books.
> The city and State lose a man far above the average in business attainments, whose foresight and vision in financial matters have been no small factor in the growth and wealth of our fair city.

Hugo Scherer married, in Detroit, Michigan, April 11, 1888, Clara Schmidt, daughter of Traugott and Mary (Beck) Schmidt. The Schmidt family, one of the oldest and most eminently noteworthy families of Detroit, came to this city from Philadelphia, Pennsylvania, in 1843. Mr. and Mrs. Scherer's two daughters are: 1. Marion, wife of Seabourn R. Livingstone, son of William Livingstone, their two children being a son, Seabourn Scherer, and a daughter, Marion Helen. 2. Dorothy, wife of Harley G. Higbie, of Detroit, Michigan, their only child being a son, Harley Green Higbie, Jr.

ELIOT, Dr. Charles William,

Educator.

A direct descendant on both his parents' sides of sturdy English ancestors, who had come to this country early in the seventeenth century, the late Dr. Eliot combined to a remarkable degree the best qualities of his pioneer forebears and the more recently acquired cultural interests of his more immediate ancestors. Possessed of a fine intellect, with a strong scientific bend, he had enjoyed in his youth all the educational advantages offered by the best schools and colleges of this and foreign countries. In many respects he was an idealist, but he was also endowed with an exceptional sense for the practical, with tremendous energy and with great executive ability, enabling him to carry to successful execution plans of wide scope and frequently of great complexity and difficulty. The major portion of his long and eminently useful life was devoted to the cause of education, first, for some fifteen years, as an active teacher of mathematics and chemistry, and later, for four decades, as educational administrator in his capacity of president of Harvard University, Cambridge, Massachusetts. The tremendous development and increase in prestige and prosperity which his institution of learning the oldest in the United States, enjoyed under his able, progressive, and aggressive management, would have been sufficient in itself to assure him forever a place of eminence in his country's regard and history. But his influence extended far beyond the confines of his immediate scene of activity. He became the leader par excellence in educational matters in this country, and his eminence in this field was acknowledged equally at home and abroad. Much of the marvelous expansion, both in respect to the quantity and quality of secondary and college education, experienced in the United States toward the end of the nineteenth century and the beginning of the twentieth, was directly attributable to Dr. Eliot's work, vision and leadership. The major share of his time and energy was always devoted to the cause of education and, of course, primarily to the affairs of Harvard University, but he found it possible, no matter how preoccupied with these immediate concerns, to give a great deal of attention to public questions and to

give expression to his thoughts and opinions on many important topics both by means of the spoken and written word. After he withdrew, in 1909, from active participation in the management of Harvard University, he devoted most of his time to writing, and more eagerly than ever his views were sought by men and women in all parts of the country. For many years he occupied a unique position in the lives and hearts of his fellow-countrymen, and he was frequently called "America's First Citizen."

On his father's side he was a descendant in the seventh generation of Lieutenant Andrew Eliot, who came from England to Beverly, Massachusetts, about the middle of the seventeenth century, was a deputy to the General Court in 1670, served in the expedition against Canada, and married Grace Woodier. On his mother's side he was a descendant in the ninth generation of Richard Lyman, born in 1580, died in 1640, who came from England with his family in the ship "Lion" in 1631, settled at first in Boston, later, in 1636, becoming one of the original proprietors of Hartford, Connecticut, and who married, while still a resident of England, Sarah Osborne, daughter of Roger Osborne. The descendants of both these pioneers were men and women of sterling worth and qualities, many of whom made valuable contributions to the development of New England and, in later times, of other parts of this country. His paternal grandparents were Samuel and Catherine (Atkins) Eliot, the former born in 1739, died in 1820, a well known Boston banker and philanthropist. His maternal grandparents were Theodore and Mary Elizabeth (Henderson) Lyman, the former, born in 1792, died in 1849, a graduate of Harvard, A. B., 1810, a philanthropist, State Senator and mayor of Boston.

Samuel Atkins Eliot, the father of Dr. Eliot, was born in 1798, a son of Samuel and Catherine (Atkins) Eliot. He was educated at Harvard University, from which he graduated in 1817 with the degree of Bachelor of Arts, and of which he was treasurer from 1842 to 1853. He was a man of great public spirit, deeply interested in public affairs, and served as mayor of Boston from 1836 to 1839, and as a member of the Thirty-first Congress in 1850 and 1851. He was also a man of fine intellect, interested in arts and literature, and himself a writer of considerable ability. He married, in 1826, Mary Lyman, a daughter of Theodore and Mary Elizabeth (Henderson) Lyman. They were the parents of five children: 1. Mary Lyman, born in 1827, married Charles Eliot Guild. 2. Elizabeth, Lyman. 3. Charles William, of whom further. 4. Catherine Atkins. 5. Frances Anne, born in 1836, died in 1896, married Henry Wilder Foote. Mr. Eliot died in 1862.

Charles William Eliot, third child and only son of Samuel Atkins and Mary (Lyman) Eliot, was born in Boston, Massachusetts, March 20, 1834. He prepared for college at the Boston Latin School and then entered Harvard University, from which he graduated in 1853 with the degree of Bachelor of Arts, receiving also, after extensive post-graduate work, the degree of Master of Arts in 1856. In the year following his graduation he became a tutor in mathematics at Harvard University, which position he continued to hold until 1868, studying at the same time chemistry under Professor Josiah P. Cooke. From 1858 to 1863 he was assistant professor of mathematics and chemistry in Lawrence Scien-

tific School, Harvard University, after which he spent two years in Europe, studying educational methods and chemistry. Upon his return to this country in 1865 he became professor of analytical chemistry at the Massachusetts Institute of Technology, where he remained until 1869, spending, however, parts of 1867 and 1868 in France, where he continued his scientific and educational investigations. Early in his career he had determined to devote himself to educational work and, though at various times financially attractive offers were made to him in order to induce him to enter business, he never yielded to these temptations, but consistently carried on what he had chosen as his life's work. In 1869 the presidency of Harvard became vacant and the corporation chose Dr. Eliot as president. At first there was much opposition to his choice on the part of the faculty and alumni, and the board of overseers even refused to ratify the election. The corporation, however, insisted on its choice, and the overseers finally had to give in, though they did so only with much reluctance. In spite of this opposition the new president rapidly gained the respect and hearty coöperation of the members of the faculty. As years went on he became the best beloved college president in the country, and his simplicity, sincerity and kindness gained for him, to an unusual degree, the loyalty of his associates, including even those who at times found it necessary to oppose his views. As soon as he assumed his new duties, a period of reorganization began in the university. The various separate schools were brought into closer relation to each other. Every faculty meeting was attended by him, and in this manner he gradually gained understanding and support for plans, methods and ideals. He was one of the earliest and strongest advocates of the elective system, which he introduced at Harvard and which from there spread to other colleges and universities, liberalizing and remolding the entire structure of higher education in this country. New methods of teaching were introduced by him and, as occasion offered, he secured for Harvard the services of the best minds in every field, from wherever they were to be found. President Eliot had remarkable administrative abilities, a quality by which Harvard University profited in many directions. When he assumed the presidency, Harvard had slightly over 1,000 students. When he retired, forty years later, the enrollment had increased to 6,000. When he took charge the university's equipment was poor and inadequate in every respect, but when he left it it had an endowment fund of $20,000,000 and almost as much again invested in plant and buildings. He resigned as president of Harvard on October 10, 1908, his resignation becoming effective on May 19, 1909. Though the trustees were reluctant to accept his resignation, they eventually yielded to his decision, which was based on his belief that a younger and more active man should take up his work. Though Dr. Eliot was more than seventy-five years of age, he was intellectually as young and active as most men of fifty, and his retirement from administrative work was by no means a sign that he was to give up his active interest in life. The remainder of his life was devoted to writing and to public affairs. He was now able to take a deeper interest in and to give more time and thought to politics and government, and he wrote and spoke with a zest and force, remarkable in a man of his years, on public questions, making thereby valuable contribu-

tions to the development of a more enlightened public opinion. He was the author of many books, including: "A Compendious Manual of Qualitative Chemical Analysis," (New York, 1869), together with Francis Humphrey Storer; "An Elementary Manual of Chemistry," abridged from Eliot and Storer's Manual, with the coöperation of the authors, by W. R. Nichols (New York, 1878); "Five American Contributions to Civilization, and Other Essays," (New York, 1897); "Educational Reform; Essays and Addresses," (New York, 1898); "Charles Eliot, Landscape Architect," (Boston, 1902); "More Money for the Public Schools," (New York, 1903); "John Gilley," (1904); "The Happy Life," (1905); "Four American Leaders," (Boston, 1906); "University Administration," (Boston, 1908); "The Durable Satisfactions of Life," (New York, 1910); "The Conflict Between Individualism and Collectivism in a Democracy; Three Lectures," (New York, 1910); "The Road Towards Peace," (Boston, 1915); "Harvard Memories," (Cambridge, 1923); and "A Late Harvest; Miscellaneous Papers Written Between Eighty and Ninety," (Boston, 1924). For forty years, 1869-1909, he also wrote each year the "Annual Report of the President of Harvard University," many of which contain material of great value on the subject of education. He was also the editor of "Harvard Classics," known popularly as "Dr. Eliot's Five Foot Shelf of Books," (New York, 1910). His contributions to magazines and journals, both in this and foreign countries, were very numerous and covered a wide range of subjects. He was also frequently called upon to write forewords for the books of others. As a speaker he was likewise in great demand, and many of his addresses and lectures on educational and scientific subjects have been published. At various times he was honored by being asked to give foundation lectures at different educational institutions. His eminent accomplishments found official recognition in the form of numerous honorary degrees, including that of LL. D. from Williams and Princeton in 1869, Yale in 1870, Johns Hopkins in 1902, Tulane University, of Missouri, Dartmouth, Harvard in 1919, Brown in 1914; that of M. D. from Harvard in 1909, and that of Ph. D., from the University of Breslau, Germany, in 1911. Foreign governments bestowed upon him many decorations, including that of Officier Legion d'Honneur of France, Imperial Order of the Rising Sun of the first class of Japan in 1909, Royal Prussian Order of the Crown of the first class in 1909, and Grand Officer of the Crown of Italy in 1908. At the time of his resignation as president of Harvard in 1909, he was made president *emeritus*, while five years earlier, in 1904, the Harvard Union presented him with two immense volumes, containing an address and the signatures of more than 9,000 graduates and men who received honorary degrees from Harvard, the first signature being that of Theodore Roosevelt, then President of the United States. At the occasion of his ninetieth birthday, March 20, 1924, the corporation, overseers, alumni, faculty and students of Harvard, together with representatives from practically every institution of higher learning in this country and in several foreign countries, combined in one of the most impressive and touching tributes ever rendered to an educator, which took the form of a gathering in Sanders Theatre and the Harvard Yard. The proceedings of this meeting and the addresses delivered at

that time were published in 1925 by the Harvard University Press, Cambridge, under the title of "The Ninetieth Birthday of Charles William Eliot." Many appreciative and critical reviews of Dr. Eliot's life and work have been published at various times in magazines and journals of the United States and Europe, and he has also been the subject of a book, "Charles W. Eliot: President of Harvard University," by Dr. Eugene Kuehnemann, professor of philosophy at the University of Breslau, Germany, (Boston and New York, 1909). He was a corresponding member of the Academy of Moral and Political Sciences of the Institute of France, and also of the British Academy; a Fellow of the American Academy of Arts and Sciences; a member of many learned societies and similar organizations, including the Massachusetts Historical Society; American Philosophical Society; National Conservation Association, of which he was honorary president; Massachusetts Society for Social Hygiene, of which he was president; General Education Board, of which he was a member from 1908 to 1917; Rockefeller Foundation, of which he was a member from 1914 to 1917; and the International Health Board, of which he was a member from 1913 to 1917. The American Academy of Arts and Letters awarded to him, in 1915, its first gold medal as a recognition of "special distinction."

Dr. Eliot married (first), October 27, 1858, Ellen Derby Peabody, born in 1836, died in 1869, a daughter of Ephraim and Mary Jane (Derby) Peabody, and a sister of Dr. Francis Greenwood Peabody and of Robert Swain Peabody. He married (second), October 30, 1877, Grace Mellen Hopkinson, of Cambridge, who died in 1924. By his first marriage he was the father of two sons: 1. Charles, born November 1, 1859, died March 24, 1897, a graduate of Harvard, Bachelor of Arts, 1882, a successful landscape architect, after his untimely death the subject of a biography from the pen of his father, and married to May Yale Pitkin, who survived him, together with four children: Ruth, Grace, Ellen P. and Carola. 2. Samuel Atkins, born at Cambridge August 24, 1863, a graduate of Harvard, Bachelor of Arts, 1884, and Master of Arts, 1889. In 1889 he entered the Unitarian ministry, being in charge of churches in Denver and Brooklyn until 1898, secretary of American Unitarian Association from 1898 to 1900, and since then president of the organization. He is prominently active in religious, social and charitable work, and has been the recipient of the honorary degree of Doctor of Divinity from Bowdoin College in 1900 and of that of LL. D. from Western Reserve University in 1915. He married, Frances Stone Hopkinson, who was born in Cambridge, March 25, 1871, a daughter of John Prentiss Hopkinson. They are the parents of seven children: i. Samuel Atkins, Jr., born in Denver, Colorado, March 14, 1893, assistant professor of English at Smith College since 1918, a writer of plays and frequently active in their production; married, July 10, 1915, Ethel Augusta Cook, of Pittsfield, Massachusetts. ii. Rosamond, who married William Gorham Rice, Jr. iii. Elizabeth, who married Arthur Cushman McGiffert. iv. Charles William, 2d. v. Frances, who married Frank Fremont Smith. vi. Theodore Lyman. vii. Thomas Hopkinson.

Dr. Eliot died August 22, 1926, at his summer home at Asticou, Maine, a mile from Northeast Harbor, on Mount Desert Island, which he had built in 1880, and

where he had been in residence practically every summer since then, always taking an active interest in the welfare of the island and its proper development, and having been one of the founders and for many years president of the corporation known as the Hancock County Trustees of Public Reservations, out of which grew Lafayette National Park. Although he had been in delicate health since early in the summer, the end, which came peacefully, was rather unexpected. Funeral services were held in the Union Church of Northeast Harbor, August 24, 1926, being conducted by Dr. Francis G. Peabody, of Cambridge, Massachusetts, a brother-in-law of Dr. Eliot, and by Dr. Henry Wilder Foote, of Belmont, Massachusetts, a nephew of Dr. Eliot. The body was then taken to Cambridge, where impressive public funeral services were held, August 25, 1926, in Appleton Chapel, Harvard University. These were largely attended by officials, alumni and students of Harvard, by representatives of other universities and colleges, and by friends and admirers from many cities. They were conducted by Rev. Dr. George A. Gordon, of the Old South Church, Boston, and by Dr. Francis G. Peabody, of Cambridge. Interment took place at Mount Auburn Cemetery. Memorial services were held at the same time at the Harvard Club in New York, and in several other places. Tributes to Dr. Eliot's many accomplishments were published in large numbers in all the leading newspapers of this country and of many foreign countries. Educators throughout the United States and prominent men in many other walks of life expressed their regret at his passing and their admiration of his many achievements, characterizing him as a great patriot and outstanding American.

The chief executive of his native State, for the welfare of which Dr. Eliot had labored for so long and with such great results, Governor Alvan T. Fuller, of Massachusetts, paid this tribute to him:

President Eliot was a splendid citizen of our Country and Commonwealth. As president of America's greatest university, he was a world renowned educator. The name of Charles W. Eliot would certainly be included in any compilation of the ten greatest men of America of this generation. His independence of mind and his earnest spirit won for him universal admiration. After a life-time of exceptional length and accomplishments, a great spirit has joined those who have lived and labored for mankind.

The New York "Sun," in commenting editorially on his death, pronounced the following eulogy on his life and work:

Charles W. Eliot, who is dead at the age of ninety-two, has and will hold a high place in the history of education. He needs no greater monument than Harvard, which, in his forty years as president, he raised from "a struggling college, with uncertain relations to learning and research," as James Bryce said, to the stature of a great university. What Dr. Eliot did at Cambridge between 1869 and 1909 blazed the way of real progress for many other universities and colleges. He stiffened the entrance requirements, installed the elective system, shifted the burden of contact with undergraduates from the shoulders of the president to those of the dean, and reorganized the schools of medicine and law. Under him Harvard acquired new standards, ideals, and responsibilities and his reforms were followed in hundreds of other educational institutions throughout the land.

Dr. Eliot never sought popularity. That was something impossible for a man of his aloofness and austerity. The ample publicity that came to him was the result of his wide interest in every problem of the nation and the individual. Whatever the question of the day, whether in religion, literature, science, politics, education, diet or athletics, Dr. Eliot was sought for an interview and he would respond with a statement that settled or stirred—generally the latter. His convictions were clear cut and he made no bones about them. He never hesitated to irritate the adversary with his candor. To offend a political party or a powerful

race was nothing to him so long as he felt that he must speak his mind. He may not have enjoyed this; he once complained that in his first twenty years at the head of Harvard he was always conscious of speaking to men who did not agree with him. He could not win them with personality, but his intellect carried him usually to victory over the opposition.

He worked hard and untiringly for every cause that he believed right. At ninety he was still writing and talking. "Nature's patient ways," he once wrote, "shame hasty little men." He was patient and that perhaps is why he lasted so long and was able to do so much. He was a great man— probably the greatest that America has seen in the field of education.

EAGER, Caroline Burnett (Boss-Thompson),

Musician, Litterateur, Philanthropist.

Eagar-Eager Arms—Azure, a lion rampant or, armed and langued gules gorged with an antique Irish crown of the last, a chief ermine.

Crest—On a wreath of the colors a demi-lion azure, gorged with an antique Irish crown, and charged on the shoulder with a mullet or.

Motto—*Facta non verba.*

Mrs. Caroline B. (Boss-Thompson) Eager is one of the most unusual women in America today, in that her accomplishments and interests are of such number and variety that she absolutely defies classification. She cannot be pigeon-holed or indexed. She has been termed a musician, author, lecturer, educator, and philanthropist, and she is these, and many more—all of which are secondary to that innate and indefinable something in her spirit and temperament that makes for success, progress, advancement, and enduring good in whatever she undertakes, wherever she goes. A famous nineteenth century wit once remarked that nothing was quite so true as a truism. In the case of Mrs. Eager the old truism that "blood will tell" is quite obviously true. She is descended, both paternally and maternally, from a long line of ancestors who have in every instance "done something," and who have distinguished themselves in the professions and in public life, and who have been protagonists in the upbuilding of America. One of her ancestral lines traces back to those fearless passengers on the "Mayflower"; she is eighth in lineal descent from John Howland. Five lines reach back to the year 1066 A. D. when one of her ancestors came over from Normandy under the flying banners of William the Conqueror, and assisted that monarch in his subjugation of the fair-haired Saxons of early England. Mrs. Eager can also quarter and sub-divide her family escutcheon with five separate and distinct ancient coat-of-arms, each representing an armigerous English family of which she is a descendant. Her late husband's family is also ancient and of gentle blood, springing from the first Earl of Kent, and dating back to the year 800 A. D. Mrs. Eager, in every phase of her vastly beneficent and constructive life, has proved herself worthy of such distinguished ancestry, and is an honor and a credit to her noble progenitors, as well as an asset to her native country, these free and United States of America.

Caroline Burnett (Boss-Thompson) Eager, a daughter of Robert Prior and Clarissa Phœbe (Pearce) Boss, both of whom were natives of Rhode Island, was born on May 15, 1862, in Newport, Rhode Island. She received her early education in the Boston public schools, following which she attended the Girls' High School until 1883. From earliest childhood she delighted in all athletic pursuits, and while yet a small girl became a proficient oarsman. Her maternal grandfather, Benjamin Wood Pearce, was harbor master of Newport, Rhode Island, and often was the little girl to be seen rowing her grandfather about the harbor, and rowing with a strength and technique that made the

Caroline B. Eager

Eager

(Eagar)

skippers of passing boats stare with wonder and admiration. A girlhood friend of hers was Ida Lewis, the lighthouse-keeper at Lime Rock, Rhode Island, and the two spent much time together in the healthful exercise of rowing. Some years later her prowess in this direction attracted much favorable attention, due to her daring and ability in saving a man on a disabled yacht in Boston Harbor. A very heavy sea was running, the man in apparent distress and no volunteers at hand until Mrs. Eager arrived, she caused a dory to be launched, and, single-handed, rowed out to the disabled vessel and rescued the lone survivor. Outdoor life fitted Mrs. Eager for the activities and ardous roles she was destined to play in later life, and to her splendid constitution and strong physique does she owe her ability to overcome obstacles and thus to achieve success. Another evidence of Mrs. Eager's athletic skill was her winning of the ladies' tennis championship at Bethlehem, New Hampshire, in 1890. After 1883, Mrs. Eager continued her studies under private tutors, specializing in literature and English. Her mother, Clarissa Phœbe (Pearce) Boss, was a woman of pronounced literary ability, and this had won for her membership in the old Literary Coterie of Boston, which included such well-known people as Oliver Wendell Holmes, Henry Wadsworth Longfellow, Ralph Waldo Emerson, William Dean Howells, Julia Ward Howe, Louisa M. Alcott, Frances Hodgson Burnett, Thomas Bailey Aldrich, Lowell, Mrs. Humphrey Ward, Henry James, John Greenleaf Whittier, Edward Everett Hale, James Whitcomb Riley, Dr. Henry Van Dyke, Bronson Alcott, and others whose names today stand as shibboleths for all that is excellent and enduring in American literature. As a child and a young lady, Mrs. Eager was surrounded by these leading literary lights of America, and was reared in an atmosphere of poetry, prose, and music par excellence. Both she and her well-known mother were members of the All-Round Dickens Club of Boston, whose membership was limited to one hundred and fifty persons by its charter. Mrs. Eager's mother often prepared and read many valuable Dickensian studies before this august body.

In 1871, Mrs. Eager entered the New England Conservatory of Music, from which she was graduated with honors. She became a pianist, pipe-organist, and music teacher of repute, and while in Boston was associated with four well-known musical organizations: the Handel and Haydn Society, the Boston Singing Club, the Schumann Club, and the Dorchester Choral Society. Her interests and activities in the musical circles of the "Athens of America" were many and varied, and included among others: choir work, chorus training, professional recitals, church music, instruction in dancing, and the supervision of elementary music in the schools of six townships adjacent to Providence, Rhode Island. After three full years of this work the physical strain became too great, almost resulting in a breakdown, so Mrs. Eager was forced unwillingly to take a well-deserved rest. Later, she again resumed her musical work, specializing in voice culture, with special attention to the training of boys' voices. In 1883 she was married to Robert R. Thompson, who died seven years later at Aiken, South Carolina. In April, 1907, Mrs. Eager removed to Los Angeles, California, where she continued in her profession. Here, on September 22, 1907, Caroline Burnett (Boss) Thompson became the wife of Charles Henry Eager, of Boston, Massachusetts, who died at Inglewood, California, on September 2,

1916. One annalist, in speaking of Mrs. Eager's club work, has written as follows:

They (Mr. and Mrs. Eager) established their home in Inglewood, California, and here Mrs. Eager was responsible for the inception of the Dickens Fellowship Club and was its first President, this club having since developed into the Inglewood Woman's Club. She also conducted on Saturday afternoons for one year in her home, classes in sewing and music for pupils in the sixth, seventh and eighth grades. Mrs. Eager has always been a pioneer and untiring worker in cultural movements, and on February 8, 1912, she inaugurated the Dickens Fellowship of Los Angeles, a branch of the London (England) organization, of which she is a member. Her labors in this connection were prodigious, vast public enthusiasm was aroused, and much was accomplished, there developing from this organization a charity for the care of blind babies, and they furnished a room at the Crittenden Home. In 1914, after Mrs. Eager's return from a journey to the South Sea Islands, the club became the Dickens section of the Wednesday Morning Club, and on March 9, 1922, with a part of the old club as a nucleus, Mrs. Eager formed a new Los Angeles Dickens Fellowship, a branch of the International Society of Dickens Lovers, with headquarters in London, Sir Henry Dickens being life President of the parent organization and G. K. Chesterton President for 1922. Mrs. Eager's personal acquaintance with the founders and English members facilitated and simplified the organization of the Los Angeles branch. During a European tour several years ago Mrs. Eager first made the acquaintance of the Dickens family and a cordial correspondence resulted, a firm friendship being cemented at the Christmas season, 1922, when she and her son, Theodore, who were then in England, were invited as the only persons outside of the Dickens family to the Christmas festivities held at the delightful home, No. 8 Mulberry Walk, Chelsea, London. Preceding this she was a guest at a family dinner to which all of Sir Henry Dickens' seven children and their wives and husbands were asked. The story of Mrs. Eager's visit and the work of the new Los Angeles Dickens Fellowship were described at length in the magazine section of the Los Angeles "Times," Sunday, August 27, 1922. Mrs. Eager has long been recognized as the leader in Dickensian affairs in Los Angeles, and in recognition of her deep and abiding interest in the work of this great English writer she was honored with the life presidency of the local society. The purposes of the club have been defined as follows: "This is an organization for both men and women which is affiliated with the Dickens Fellowship of London, and international society of Dickens' lovers who are banded together to spread the love of humanity which is the keynote of all of Dickens' work, to study his books and to produce his plays, and to support charitable work for children. Our work in this branch of the Dickens society will be to help the blind children, as this State does not provide for them when under the school age. Numerous interesting social affairs including an annual banquet, a Pickwick ride in June, and an annual play, the Yuletide celebration of the 'Christmas Carol' for charity, and similar activities have marked the Fellowship's program and public interest, and support has been aroused and sustained in noteworthy degree."

It has often been said that "Mrs. Eager's interests are bounded only by the limits of her strength and time," and that this is true is proved by the number and variety of these interests. In addition to the foregoing, she is a lecturer of renown, having forensic ability beyond that of many of the finest orators. Her lectures, of unusual scope and range, are constantly in demand, one of the most sought and widely known being "Twenty-one Points of American Influence Around the World." Other topics are taken up under the following captions: "The Origin and Development of Oratorio and Opera," "The American Authors," "Originators of American Literature," "China," "Japan," "The South Sea Islands," and "The Philippines," the last four being dissertations on the political, social and economic conditions of the localities named. Inheriting her parents' literary genius, Mrs. Eager has written many essays and letters of travel, which are always welcomed by the press.

During the recent round-the-world trip, begun by Mrs. Eager in the summer of 1924, she finally arrived in Manila after

Boss

Pearce

Kent

Carpenter

an eventful trip, but, characteristically, did not stay there where she might enjoy all the comforts and luxuries of civilization, but instead proceeded through the uncivilized regions to the mountain city of Baguio, and there she was actively engaged for a period of six months in educating a group of Igorrote children. Here, in the midst of one of the fiercest of the uncivilized tribes of head-hunters, Mrs. Eager rented a government house, took fifteen of the wildest boys and girls, and calmly and efficiently proceeded to train them in the way they should go. She clothed them, fed them, and taught them at her own expense, instilling the fundamental rules of civilized life into these untutored people and with infinite patience teaching them to read, to write, to sing, to work and—not the least important—to play. With her own hands she made them clothes, and equipped them so well educationally that when she was forced to give up the government cottage, the majority of the children readily found employment as cooks and servants in good homes and under responsible people. The good example of these educated Igorrotes to their primitive relatives is so far-reaching in its beneficient effects as to be well-nigh immeasurable, and most excellent and highly satisfactory results are already beginning to show. In order to open up further avenues of advancement for these children she had grown to love, Mrs. Eager, upon her return to Los Angeles, brought with her an Igorrote boy, who has advanced so rapidly under her expert tutelage that he is now a brilliant student in the public schools of Los Angeles, making his home with his benefactress. Mrs. Eager also brought with her a young lady, native of the Philippines, who is at the present time (1926) enjoying the same privileges and advantages. Recently, Mrs. Eager has sent for four more Igorrote boys, who are coming to the land of opportunity in the very near future, and who, upon the completion of their education in the United States under Mrs. Eager's wise supervision, will return to their native land to set a good example to their oppressed tribe in the mountain fastnesses of the Philippines. Mrs. Eager's unselfish and interested work in this direction is just another outlet for her boundless energy and enthusiasm, and shows in a small measure her great capacity for doing the human service which is always uppermost in her mind. Mrs. Eager is indefatigable in doing something for the benefit of others. Her creative ability, inventive mind, and pioneer spirit are qualities which make her a protagonist as well as a pathfinder in many new fields of endeavor. An evidence of this is her activity in the world tours for promulgating good American music, chiefly the compositions of Charles Wakefield Cadman.

Mrs. Eager's clubs, organizations and societies include, among others, the following: A member of the board of directors of United Theatres, a National organization; the Inglewood Chapter, Order of the Eastern Star, of Inglewood; the Friday Morning Club; the Ebell Club; the Southern California Women's Press Club; the League of American Pen Women; the Women's National Party, of Washington, D. C. (charter member); the Matinee Musical Club; the Wawan Club; the Woman's City Club; Los Angeles Oratorio Society; the Women's Lyric Club; the Manila Women's Club, Philippine Islands; the Saturday Morning Club of Kobe, Japan (organizer and honorary member); the American Woman's Club of London, England; the American Woman's Club of Paris, France; the English Speaking Union of London, England; the Mayflower Society of Massachusetts;

the Los Angeles Branch of the same society; the Hollywood Chapter of the Daughters of the American Revolution; Colonial Dames; Hollywood Community Park Association; Los Angeles Musical Settlement; Philomath Society; Los Angeles Shakespeare Club; All Around Dickens Club of Boston, the oldest in existence; Artland, Opera and Fine Arts; Philanthropy and Civics; the Big Sisters' League; Los Angeles; and one of the charter organizers of the Hollywood Bowl. Her religious affiliation is given to the Christian Science Church.

Theodore Howland Eager, the adopted son of Charles Henry and Caroline Burnett (Boss-Thompson) Eager, has been educated in the American schools of Japan and the Philippines, a Parisian academy, and the famous Auckenthaler School at Lausanne, Switzerland. While an undergraduate of the last-named institution he won the 1922 championship of Swiss colleges for rowing.

The untimely death of Charles Henry Eager in 1916 cut short the nine years of happily married life between these two persons who had so much in common; the love of traveling, the love of music, the love of fine literature, and especially the mutual love of the works of the incomparable Dickens. Each a musician and each a litterateur, the one was a help, a guide, and an inspiration always to the other. In philanthropic and charitable endeavor, directed along the lines of worthy musical education, Mrs. Eager today (1926) is zealously carrying forward the work of her husband, whose commendable activities and well-doing were halted by the hand of death. Of Mrs. Eager's achievements the following has been written:

Her inherited natural gifts have been broadened and strengthened by contact with real life, by deep and constant study, and participation in the affairs of the day, and that she is today nationally and internationally known is due to the fact that her work has been recognized as a permanent contribution to educational, cultural and civic advance."

SMITH, Jeremiah, Jr.,

Lawyer and Financial Expert.

One of the leading figures in that small but remarkable group of Americans who have taken an active part in the solution of Europe's many and difficult post-war problems, Mr. Smith has achieved world-wide fame and admiration as the successful administrator and rebuilder of the shattered finances of the republic of Hungary. During the two years in which he occupied this responsible office, as the representative of the League of Nations, he not only most successfully accomplished the task which had been placed in his capable and experienced hands, but he also gained for himself, by his tact, impartiality and straightforwardness the respect, confidence and gratitude of the Hungarian people and Government. Though his work in Hungary has been so far the outstanding achievement of his career, the latter includes three decades of successful law practice in Boston; active military service as an officer with the American Expeditionary Forces during the World War; effective participation as a financial adviser and expert in the work of the American Mission to Negotiate Peace at Versailles; one of the organizers of the Chinese consortium; and membership in the group responsible for the adjustment of the Mexican National debt in 1922. In these various activities of International importance Mr. Smith has shown exceptional ability, great patience, impartiality and integrity and a remarkable grasp of the most complicated financial problems. Like many men of real worth, he is of a

retiring nature and unassuming, kind and considerate, characteristics which explain his unprecedented generosity, in refusing, at the conclusion of his work in Hungary, any remuneration and in insisting that the sum of $100,000, alloted for this purpose, be used for the benefit of the Hungarian people.

Jeremiah Smith, Jr., is a member of an old and prominent New Hampshire family, being the fourth to bear this name. His grandfather, Jeremiah Smith, of an earlier period, had served in the Revolutionary War, had been a member of Congress, and at one time Governor of New Hampshire. Jeremiah Smith, Sr., son of the latter and father of the subject of this article, was born at Exeter, New Hampshire, July 14, 1837, a son of Jeremiah and Elizabeth (Hale) Smith. He was educated at Harvard University, from which he received the degree of Bachelor of Arts in 1856 and that of Master of Arts in 1859. In later years Dartmouth College, in recognition of his eminent services as a member of the bar and bench of his native State, conferred upon him the honorary degree of Doctor of Laws in 1883. After graduating from Harvard, he took up the study of law. Admitted to the bar in 1861, he established himself in the practice of his profession at Dover, New Hampshire, in the same year, continuing until 1867, when he became a justice of the Supreme Court of New Hampshire. This office he filled with great ability until 1874. From 1890 to 1910 he was Story professor of law at the Harvard University Law School, resigning September 1, 1910. He also served as visitor of the Chandler Scientific School, Dartmouth College, from 1885 to 1892, and as a trustee of Phillips-Exeter Academy from 1868 to 1874 and again from 1898 to 1902. He married, April 5, 1865, Hannah Webster, of Dover, New Hampshire, who died December 19, 1904. Judge Smith, to the time of his death, September 3, 1921, made his home at No. 4 Berkeley Street, Cambridge, Massachusetts.

Jeremiah Smith, Jr., was born at Dover, New Hampshire, January 14, 1870, a son of Jeremiah and Hannah (Webster) Smith. He was educated at Harvard University, from which he graduated in 1892 with the degree of Bachelor of Arts. He then took up the study of law at Harvard Law School, completing his course in 1895 with the degree of Bachelor of Laws. For part of 1895 and 1896 he was secretary to Justice Gray, of the United States Supreme Court, until in 1896 he established himself in the practice of law in Boston. Since about 1906 he has been a member of the law firm of Herrick, Smith, Donald & Farley, with offices at No. 84 State Street, Boston, Massachusetts. Before the entry of the United States into the World War he served on the War Relief Commission of the Rockefeller Foundation, later becoming a captain in the Quartermaster Corps, American Expeditionary Forces, attached to General Charles F. Dawes' staff. At the conclusion of the war he was made counsel to the United States Treasury Department and adviser on financial questions with the American Mission to Negotiate Peace, staying in Paris until after the conclusion of the Treaty of Versailles. He then returned to Boston and there resumed the practice of law. His reputation as an authority on financial questions had grown so rapidly that he became one of the leading figures in the organization of the Chinese consortium and in the adjustment of the Mexican national debt in 1922. On April 7, 1924, the League of Nations appointed him its

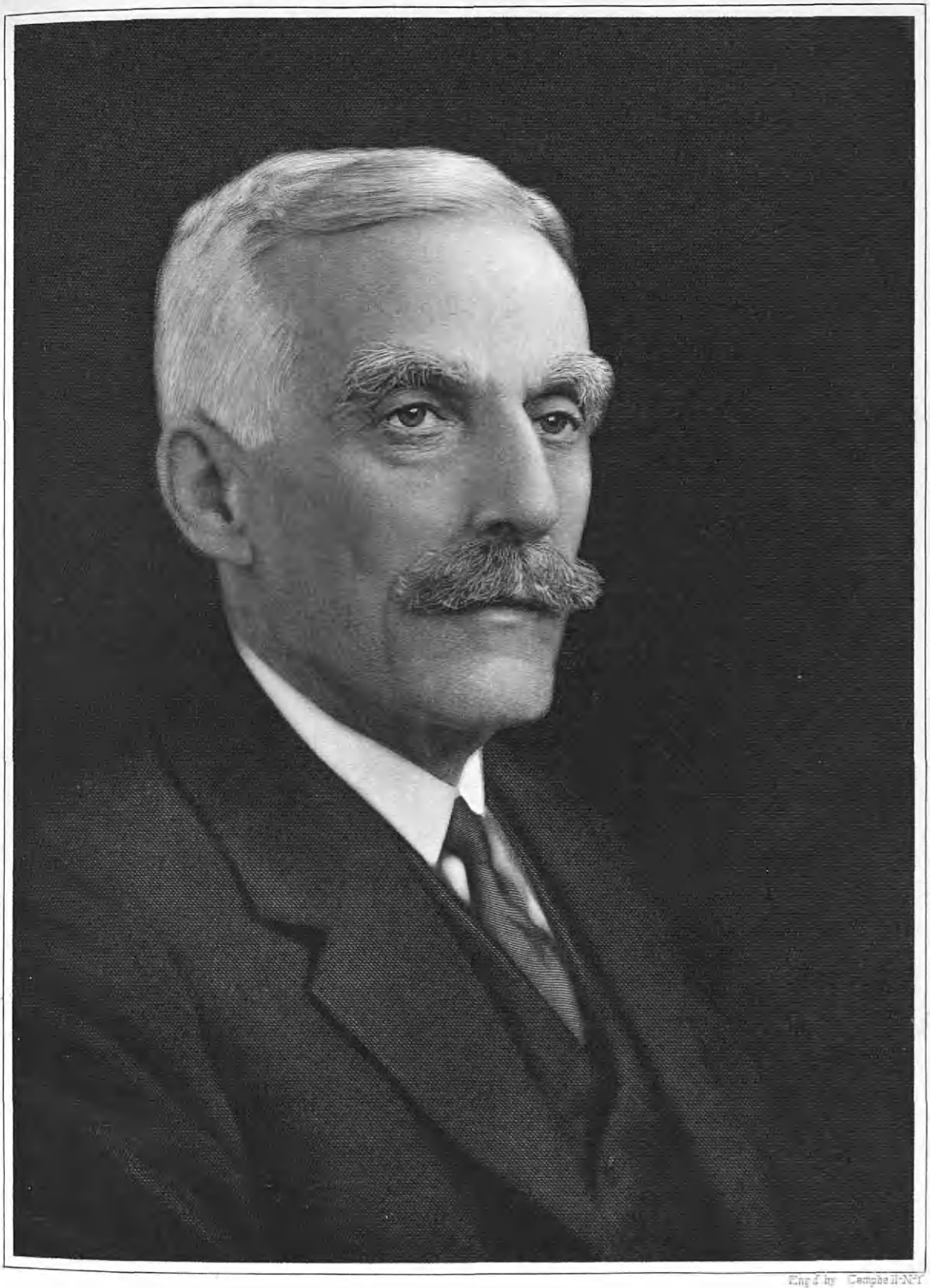
commissioner general in Hungary, for the purpose of carrying through the plans evolved for the financial reorganization and rejuvenation of the republic of Hungary. Though never anxious to hold public office, Mr. Smith considered this appointment a call for service, which he could not disregard, and promptly expressed his willingness to serve. He arrived in Budapest early in May, 1924, and for the next two years devoted himself to his task with so much success that in the spring of 1926 he felt the work sufficiently completed to permit him to withdraw from his arduous duties and to return to private life. By that time the finances of the Hungarian nation had been placed upon a sound and safe basis, and as a result great improvements in the general conditions of the country and its people made themselves evident. During his term of office Mr. Smith made, at various times, reports to the League of Nations covering the progress of his work. Though, when he first arrived in Budapest, only a small portion of the Hungarian authorities and people looked upon his coming as desirable and helpful, Mr. Smith handled his difficult task so diplomatically and gave such clear evidences of his unselfishness and impartiality that the Hungarians, before long, became convinced of his sincere desire to serve them and rewarded him and his untiring labors on their behalf by their full confidence and good will. At the end of his service Mr. Smith refused to accept the salary of $50,000 per year, assigned to him by the League of Nations, and insisted that the sum of $100,000 tendered to him be applied to some purpose beneficial to the Hungarian Nation. This graceful act on his part was gracefully appreciated, when the Hungarian Government decided to establish with this fund a Jeremiah Smith Scholarship Fund. Two perpetual scholarships, commemorating Mr. Smith's work and generosity, will be maintained, permitting, each year, two Hungarian students to pursue their education in the United States.

Mr. Smith is a trustee, like his father before him, of Phillips-Exeter Academy, which well-known preparatory school he himself attended before entering college. In politics, he is a supporter of the Democratic party and its principles. He is a member of the Boston Athletic Association, while his clubs include the Tavern, Union, Harvard and Oakley Country. Mr. Smith is not married, and makes his home with his sister, Miss Elizabeth Smith, at No. 4 Berkeley Street, Cambridge, Massachusetts.

MELLON, Andrew William,

Treasurer of the United States of America.

In historic Pennsylvania, at the juncture where are united the rivers Monongahela and Allegheny to bring forth the stream called Ohio, lies the mighty city of Pittsburgh, famed throughout all civilization as a colossus among the centers of industrial enterprise, her belching stacks and roaring furnaces bearing the same relation to creative business that do the acres of the farm to the physical needs of mankind. While marveling at the stupendous part taken by this community as a caterer to the needs of the world, it is essential to take into account the human equation, the captains of industry that have made possible these miracles of achievement, the individuals who, by their genius of organization and, no less important, their ability as financiers, have utilized those talents in the building of the Pittsburgh of today. There was a time when the people of our Nation, those



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A. W. Mellon

far removed from its vicinity, thought only of Pittsburgh in association with the great iron-master, Andrew Carnegie, whereas, nowadays, the personality of that man of destiny is invariably linked in the public mind with that of Andrew W. Mellon, modern man of affairs, conceiver of gigantic activities dedicated to the service of present and future generations, and peerless wizard in the realm of finance, whose qualifications in the latter field have made him the choice of two Presidents of the United States as custodian of the funds of the American people.

Andrew William Mellon came naturally by his gifts as industrial leader and financier through his father, the late Judge Mellon, pioneer banker of the Pittsburgh District, who likewise possessed faculties essential to the formation of large industrial and business enterprises. Upon the retirement of Judge Mellon from active participation in the management of his varied interests, his son, Andrew W., assumed the major burden of their direction, with the result that, prior to his acceptance of the portfolio as Treasurer of the United States of America, he was regarded as one of the leading financiers of the Nation, his almost innumerable business interests having been, at the time, located in every section of the United States and practically all Nations of the World.

Andrew William Mellon, son of the late Judge Thomas and Sarah Jane (Negley) Mellon, was born on March 24, 1855, in the city of Pittsburgh, Pennsylvania. He acquired his first knowledge of the fundamentals of education in the home of his parents, under the able preceptorship of his father. Subsequently, he became a student in the local public schools, and thereafter matriculated at the Western University of Pennsylvania (now the University of Pennsylvania), there acquiring his collegiate education. His studies completed, Mr. Mellon, in association with his younger brother, Richard Beatty Mellon, engaged in the realty and lumber businesses at Mansfield (now Carnegie), Pennsylvania, and thus continued for a number of years. Finally disposing of those interests, Mr. Mellon became associated with his father in the conduct of the private banking firm of T. Mellon & Sons at Pittsburgh, and when his father retired in 1886, Andrew W. Mellon and his aforementioned brother became the heads of the institution. In October, 1889, the brothers organized the Union Trust Company, of Pittsburgh, as an adjunct to their bank, which afterward operated under the name of the Mellon National Bank, and some years later, the Union Savings Bank was brought into being, the three financial strongholds being, under one controlling ownership, the largest and most influential financial combination in the United States. In addition to the aforementioned, Mr. Mellon was also a guiding spirit in the affairs of the Workingmen's Savings and Trust Company, Bessemer Trust Company (Braddock, Pennsylvania), Duquesne Trust Company, Braddock National Bank (Duquesne), Monongahela Trust Company (Homestead, Pennsylvania), Wilkinsburg Bank, East Pittsburgh Savings and Trust Company, the Pennsylvania Railroad, Ligonier Valley Railroad, Union Fidelity Title Insurance Company and several other large insurance companies, the Pittsburgh Coal Company, largest of its kind in the World, the Aluminum Company of America, also unsurpassed in size and scope, the Gulf Refining Company, Gulf Oil Company and numerous subsidiaries of the last named oil companies, and, literally, scores of other corporations,

including great steel manufacturing enterprises, having been the founder of the town of Donora, where were established important steel mills.

With his brother, Richard Beatty Mellon, he established the Mellon Institute of Industrial Research, a non-profitmaking organization devoted to research and investigation into physical science and technology as an aid to industry, which institute has been largely responsible for the continued supremacy of American manufacturers in competition with world trade, it being operated in connection with the University of Pittsburgh. Mr. Mellon, among other similar responsibilities, is trustee and chairman of the finance committee of the Carnegie Institute; trustee and vice-president of the Kingsley House and the Tuberculosis League, his connections with philanthropic, civic and other organizations assuming a great number. During the World War he was a member of the executive committee in Pennsylvania of the Council of National Defence; member of the National War Work Finance Committee of the Red Cross; chairman of the War Fund Campaign Committee in Western Pennsylvania for the Red Cross; member of the advisory committee of the National Research Council of Washington; member of the National War Work Council of the Young Men's Christian Association, and chairman of the United War Work Campaign for Western Pennsylvania. In recognition of the many services which he has rendered humanity and the Nation, Mr. Mellon was recipient of the honorary degree of LL. D. from the University of Pittsburgh, Dartmouth, and Rutgers colleges, Pennsylvania Military Academy, New York and Princeton universities.

At the time of his election to the presidency of the United States, the late Warren G. Harding proffered Mr. Mellon the portfolio as Secretary of the Treasury, which he accepted, after submitting his resignation as an officer or director of the myriad business, financial and industrial organizations in which he was interested, retaining only his official connection with the many humanitarian activities which might suffer through lack of his able advice and direction. His son, Paul Mellon, resides with Secretary Mellon at Washington, as did also his daughter, Ailsa, who was the constant companion of her father until the event of her recent marriage to Mr. Bruce, son of United States Senator William Cabell Bruce, of the State of Maryland.

COOLIDGE, Brig-Gen. Charles Austin,

Soldier.

Nearly fifty years of service in the United States Army, participation in the battles of three wars, as well as in several campaigns against hostile Indians, and in the march of the allied forces from Tien-Tsin to Peking during the Boxer Rebellion in 1900, the suffering of wounds and untold hardships, heroism in the ranks and as an officer high in command, brought national distinction to Brigadier-General Charles Austin Coolidge, of Detroit, Michigan. His name belongs near the top of the roll of honor of the United States. His active military career over, he gave twenty devoted years to furthering patriotic causes and rousing general public interest in historic and military concerns. The family itself is significant in American history, for an early bearer of the name of Coolidge served in the Revolutionary War, and in the present day a distant cousin is President of the United States.

Charles Austin Coolidge was born in

Boston, Massachusetts, July 19, 1844, son of Charles Austin and Anna Maria (Rice) Coolidge, of Boston. The father was a soldier of the Mexican War and was lost at sea. The mother's father was Henry Rice, prominent in Boston and Massachusetts. Included in the ancestors of the son was Joseph Coolidge, said to have lived in Watertown, Massachusetts, as early as 1719. Charles Austin Coolidge grew up in the cultured and thoroughly American atmosphere of his native city, a schoolmate of Edward Waldo Emerson, son of Ralph Waldo Emerson, and in the society of the Hawthornes and Longfellows. He attended the Frank Sanborn School at Concord, Massachusetts, and the Norwich (Vermont) Military Academy.

The long military career of this hero began in his eighteenth year, in 1862, when he enlisted in the 16th United States Infantry as a private. In May, of 1864, promotion to the rank of second lieutenant came to him. The Seventh was then on duty in New York, called from Gettysburg to handle the draft riots. After a month of service at City Point, Virginia, the regiment remained at New York Harbor until the end of the war. The next five years it spent in Florida. Continuing with the Seventh for over thirty-seven years, Lieutenant Coolidge was in the battle of the Big Hole, Montana, August 9, 1877, when his troops engaged an overwhelming force of Nez Percez Indians, and he was thrice wounded. Captain William A. Logan was killed in that battle, and Lieutenant Coolidge, being ranking lieutenant, became captain of Company A. Lieutenant-Colonel Coolidge served at Fort Brady and Fort Sheridan, which he commanded after the Spanish-American War. Appointed captain, he served in that State, in Dakota, Fort Snelling, Fort Russell, Rock Springs, Wyoming, and Fort Logan, near Denver, participating in the many Indian troubles. At the outbreak of the Spanish War he had the rank of lieutenant-colonel. The Seventh, with Colonel Coolidge second in command, was one of the regiments of General William R. Shafter's army that invaded Cuba in the summer of 1898, and in the short and decisive Santiago campaign, with the coöperation of the navy, captured a Spanish army of 26,000 officers and men, destroyed the Spanish fleet, and forced Spain to sue for peace. The next station of the Seventh was in the Philippines, where Colonel Coolidge took part in the engagements at Tarlac and the battle of Lendalon. In June of 1900, the regiment was ordered to China, where the colonel took command after the death of Colonel Liscum, who was killed at Tien-tsin, China. Colonel Coolidge was in command of the allied forces until the arrival of General Chaffee, and he also commanded the Ninth on the memorable march of the allies from Tien-tsin for the relief of the legations. During the turbulent years following on the heels of the Spanish-American War, he had again suffered a wound, administered in the battle of Angeles. His ability and loyalty won him promotion to the rank of colonel of the 7th Regulars in 1901 at Vancouver Barracks, Washington, where he was commander. He was then transferred to the Presidio, in San Francisco, and on August 8, 1903, came his retirement with the rank of brigadier-general.

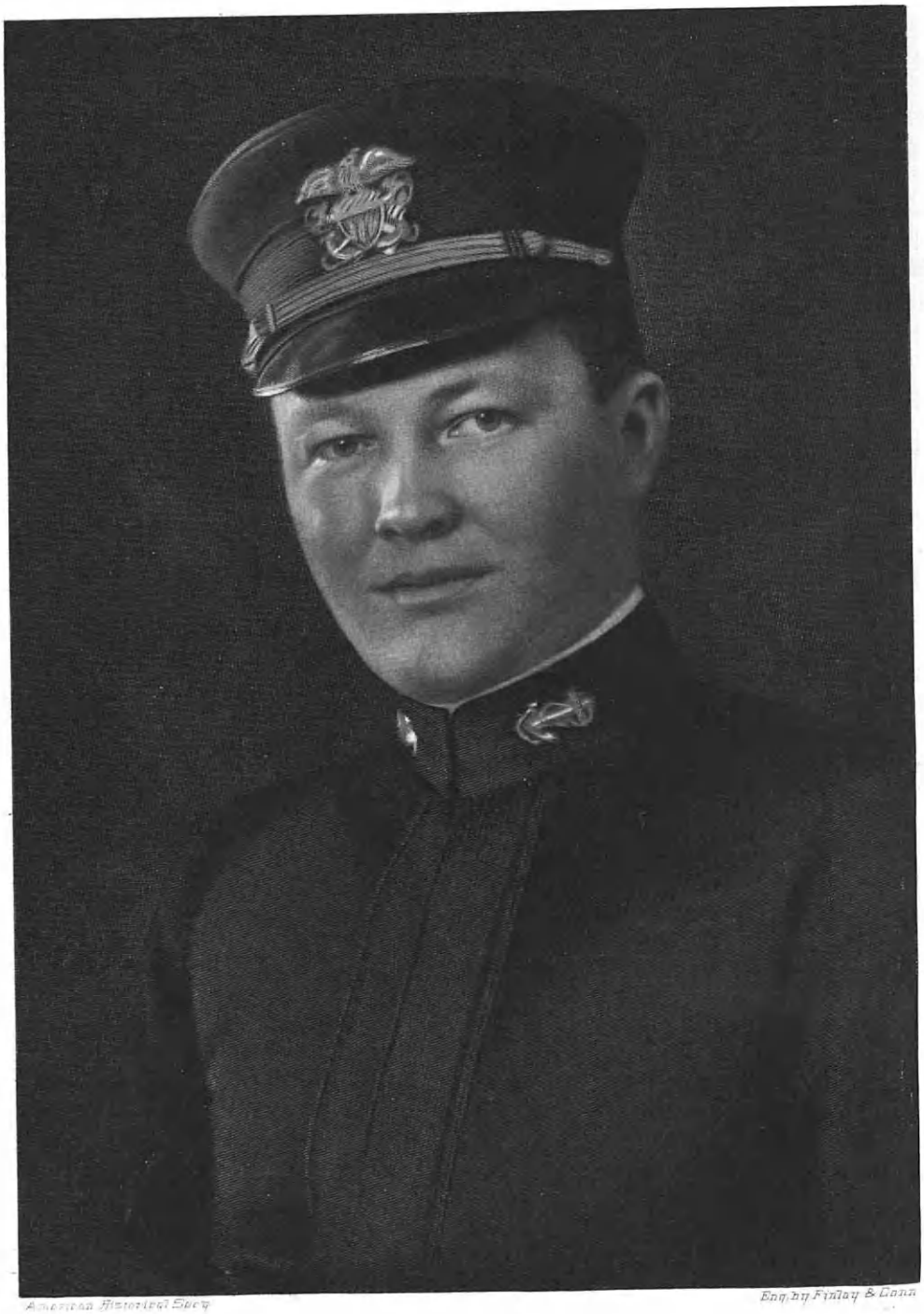
Following the San Francisco earthquake General Coolidge moved to Detroit, Michigan, where he spent the remaining years of his life, and where he busied himself with patriotic activities. There he died, at the age of eighty-two,

June 1, 1926. After a full military funeral the body was sent to Washington, District of Columbia, for interment in Arlington National Cemetery.

General Coolidge served as commander of the Detroit Post, Grand Army of the Republic; as recorder of the Michigan Commandery, Military Order of the Loyal Legion; as president-general of the Naval and Military Order of the Spanish-American War; and as president of the Michigan Society of the Sons of the American Revolution. He was also councillor of the Boy Scouts of America, and received the special medal for being on the Council of the Boy Scouts for fifteen years. He was a member of the Order of the Dragon and of the Veterans of Foreign Wars. His religious adherence was given to Christ Episcopal Church; his political preference to the Republican party, although he took little part in politics. Aside from the patriotic associations, General Coolidge was happiest in increasing his rare collection of stamps and in stimulating general interest in this hobby. For nearly sixty years he was so engaged, and he was nationally recognized as an authority, founding the Detroit Philatelic Society in 1908, of which he was later an honorary member, and serving the national organization as president. He was also a member of the Free and Accepted Masons and the Detroit Country Club. Golf and reading were his favorite recreations.

In Tallahassee, Florida, Charles Austin Coolidge married Sophie Wager Lowry, daughter of Philip Wager and Caroline (Tilghman) Lowry. Her father was from Baltimore, while her mother was of a distinguished Eastern Shoore of Maryland family, including in its annals the name of Matthew Tilghman, statesman and financier. Mrs. Coolidge, who survives her husband, is keenly interested in patriotic and historic societies, as well as in philanthropic causes, and is a leader along many lines. She is a member of the Daughter of the American Revolution of Maryland; past national president of the Dames of the Loyal Legion of the United States of America, first vice-president of the Michigan society of this organization; Commandante of the "Women's Club of the Service Flag," founded by her in 1918 to give comfort and aid to women whose husbands and sons fought in the World War. She is also a member of the Colonial Dames of Maryland. Mrs. Coolidge was decorated with the first gold medal of the French Republic as a token of gratitude for her part in the establishment of the Detroit Ward in the American Ambulance Hospital at Neuilly, France, for which she had the delicate and difficult task of raising the money. She is a member of Christ Church, and treasurer of the Neighborhood House.

Words almost fail as a descriptive medium in depicting the personality and effectiveness of a man like General Coolidge. Martial music, the stir of marching men, the blare of trumpets, the waving of flags, all these, together with a sympathetic insight into American history, alone give the proper sense of this handsome, dignified soldier and patriot. Throughout fifty years, half a century, of the most disturbed period of the development of this country, he offered himself for the difficult, the dangerous, the unpleasant task in the way of offensive or defensive warfare. He ran from no terror, no menace, no enemy. Courage marked his career. When his active years were over he devoted his magnetic personality and the whole impact of his long experience in the protection of his country to stimulating public interest in the part the army



American Historical Soc'y

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Chas W Stute

had played in shaping history and in what real patriotism entailed.

Soldier, rest, thy warfare o'er.
Sleep the sleep that knows not breaking,
Morn of toil nor night of waking.

STEELE, Charles N.,

Banker, World War Veteran.

The Steele family of Waukegan and Lake County, Illinois, has been active in commercial and banking interests for more than four generations. The late Charles R. Steele, whose father settled in Lake County in 1839, was a pioneer banker and founder of the First National Bank of Waukegan, Illinois, of which the third generation of the family is now president. The Steele family, George and John, the first settlers in America of that name, came from Essex, England, and all evidence points toward its origin in the Cheshire family, which was quite numerous about the time of the Commonwealth. A document bearing the signature of John Steele, with others, says: "We had our transportation from County Essex, Old England." Extracts from the Parish Register of Cheshire (Sandbach) in "Miscellanea Genealogica et Heraldica," Vol. II, pp. 384-85, have about 100 Steele entries dated from 1529 to 1693. There were families of George, John, Samuel, William, and Richard, all these names being later found in New England. There is no mention in Essex records of Steele families, hence they must have lived there only a short time before emigrating from that country to America. The Cheshire branch was the most numerous at the time of the immigration, and its proximity to Essex is another indication of the origin of this branch in the former locality. The coat-of-arms of the Steele family in England is described by Burke as follows:

Arms—Argent a bend chequy sable and ermine, between two lions' heads erased, gules; on a chief azure three billets or.

Crest—A lion's head erased gules.

Members of the Steele family were among those hardy, adventurous descendants of the early pioneers who, as years passed, followed the westward moving line of the frontier, settling in various localities of the West, which is now the Middle West. In Waukegan, Illinois, the family of Charles N. Steele has for three generations been prominent in the founding and development of the First National Bank. Mr. Steele is a descendant of George Steele, from whom the line is traced as follows:

(I) George Steele, the immigrant ancestor, was an elder brother of John Steele, of Farmington, Connecticut, and he seems to have come to New England with him. In 1632, with John Steele, he was a proprietor of lands in New Town, later Cambridge. In May, 1643, he served as juryman, and in 1644-47 was a plaintiff in three cases before the General Court. His home in Hartford was on what is now Washington Street, southeast of Trinity College. The work entitled "Soldiers in King Philip's War," p. 466, includes among those soldiers enlisted from Hartford, Connecticut, who received land for services in the Pequot War, the name of George Steele. The order for men and provisions for war against the Pequots was signed at Hartford in 1637 by John Steele, brother of George Steele. George Steele died in 1663, "very old," leaving a will dated May 24, 1663, which appears on the "Hartford County Probate Records," Vol. III, p. 2; and in the Mainwaring edition of "Probate Records of Hartford District," 1635-1700, Vol. I, p. 239.

George Steele, Hartford, Inv't L 131-0-6-10

Taken December 21, 1664 by Thomas Bunce, Samuel Steele. Will dated May 24, 1663.

I, George Steele, of Hartford, Uppon the river Conecticot, being very aged and under many infirmaties, but having the perfect use of my memory and understanding doe make this my Last will. Imprimis. I give unto my Brother John Steele 50s. Item. I give unto my Daughter Elizabeth Wates my old mill, my bed with all the furniture belonging to it, also my vice, my warming pan, frying pan and fier pan, my fier forks and spitt, my skales and fen and twenty pound of leaden weights, my pek hammer and spincers. Also I give unto Moses and Micah Mudge ten shillings apeece. Also, I give to my grandchildren, James and Mary Steele, chests to each one. All other estate not bequeathed, I give unto my son James Steele, whom I make sole Executor, and entreat Thomas Bull and James Ensign to see my will truly performed.

(Signed) GEORGE STEELE.

Witness: Thomas Bull, James Ensign.

Court record page 29, 2 March 1664-5: Will proven.

Issue: 1. Elizabeth, married Thomas Watts. 2. Richard, who died in 1639. 3. A daughter, who married a Harrison, or Henderson. 4. James, of whom further.

(II) James Steele, son of George Steele, was a very prominent man. The following is from the Colonial Records:

In 1657-58 he was a listed trooper in the war against the Pequots. In the work referred to above, "Soldiers in King Philip's War," p. 467, the statement is made that in 1658 Major John Mason, commander-in-chief of the Connecticut forces, organized two troops of horses for service against the Indians. Among the members of the troop from Hartford appears the name of James Steele. In 1672, appointed with others to run the dividing line of Lyme and New London, for which service he was allowed by the court six pounds, fifteen shillings, out of the public treasury. The court granted him the same year one hundred and fifty acres of land for a farm. In 1675 he was appointed commissary in King Philip's War, and was allowed at the rate of fifty pounds per annum as compensation for his services. His dwelling house was an old plan of Hartford, South of Little River.

James Steele married (first) Anna Bishop, daughter of John Bishop, of Guilford, Massachusetts. She died in 1676, and he married (second) Bethia Stocking, widow of Deacon Samuel Stocking, by whom he had eight children: Issue by first wife: 1. Sarah, born in 1656; married Samuel Borman, Jr. 2. Lieutenant James, born about 1658; his wife, Sarah, died in 1730. 3. John, of whom further. 4. Mary; married a Mr. Hall. 5. Elizabeth, died in 1723. 6. Rachel, married (first) Edward Allyn; (second) a Mr. Deming.

(III) John Steele, son of James and Anna (Bishop) Steele, was born about 1660. He married Meletiah Bradford, eighth child of Major William Bradford, of Plymouth. Issue: 1. John, born in 1693, died in 1712. 2. Ebenezer, of whom further. 3. Bethia; married Samuel Shepherd.

(IV) Ebenezer Steele, son of John and Meletiah (Bradford) Steele, was born about 1695, and died in 1746. He married Susanna (Merrill?), of West Hartford, and removed to Killingworth. Issue: 1. John. 2. Mary; married John Dodd. 3. Daniel. 4. Susanna, married Reuben Flowers. 5. Hulda; married Nathaniel Flowers. 6. Meletiah, born in 1732. 7. Captain Bradford, of whom further.

(V) Captain Bradford Steele, son of Ebenezer and Susanna (Merrill) Steele, was baptized September 22, 1734, and died April 10, 1804. He lived at Derby, removed to Hartford, and later went back to Derby, where he bought land. In "Connecticut Men in the Revolution" it is recorded that "Lieutenant Bradford Steele served in Captain Nathan Smith's company, from the town of Derby, Connecticut, at the Lexington Alarm." On page 40 of the same work he is recorded as "a member of General Wooster's regiment, First Regiment, raised in April and May, 1775. The regiment marched to New York in June, encamped at Harlem,

and then spent the summer on Long Island. In September they marched northward, taking part in the operations along Lakes George and Champlain until October and November, 1775. Lieutenant Bradford Steele was a member of the 3d Company, Captain Jabez Thompson's regiment, 1st Regiment, and was commissioned May 1, 1775, discharged December 1, 1775." On page 548 of the work mentioned above, a list of the militia captains whose companies turned out to repel the enemy at New Haven, July 5, 1779, includes the name of Captain Bradford Steele, Major Smith's regiment. The list of captains in the 2d Militia Regiment, date not given, also includes the name of Captain Bradford Steele. The record of his services also appears in the "Daughters of the American Revolution Lineage Books," which also state that "he was a lieutenant at the siege of Boston; and commanded a company of minute men when Tyron invaded Connecticut." His record also appears on page 517 of Heitman's "Register of Officers of the Continental Army, 1753-83." He was noted for his shrewdness, enterprise, and strength of mind.

Before his death he prepared a narrative of his captivity and sufferings which was subsequently printed in booklet form. In this he traces with graphic directness his experiences from the time of his enlistment and his first engagement, his endurance of the privations and hardships of a British prison, his opinion of the character and conduct of various individuals among his captors, until his honorable discharge from the colonial army. He concluded his account with the following words:

> They who are now on the stage of active life can hardly realize the extreme hardships which were endured to gain our national independence. Now and then an old man like myself lives to tell the tale of those scenes of anguish and anxiety which may be truly said to try men's souls. But soon the last one "who fought and held on freedom's shore" will find resting place for his worn out body in the peaceful mansions of the tomb. Under these impressions I have been induced to give the foregoing narrative to the public. And should it be the feeble means of adding any new interest to the already interesting scenes of the American Revolution, I shall feel abundantly rewarded for any trouble.

Captain Bradford Steele married (first), about 1755, Mary Perkins, born in 1731, died October 16, 1788. Married (second) Sarah Wheeler, of Derby, widow of Solomon Wheeler. Children, all of first marriage: 1. Infant, died soon. 2. Susannah, born December 14, 1756-57; married Nathaniel Flowers. 3. Ashbel, born August 3, 1757. 4. Meletiah, born March 9, 1760-61; married William Keeney. 5. Bradford, Jr., born August 31, 1762; married Ruth Wheeler. 6. Mary, born 1764; married Edward Warren. 7. Hannah, born August 4, 1766; married Josiah Whitney. 8. Daniel, of whom further. 9. George, born September 5, 1770; married Esther Buckingham.

(VI) Daniel Steele, son of Captain Bradford and Mary (Perkins) Steele, was born July 14, 1768, and died June 24, 1835. He married (first), in 1789, Rebecca Clark, of Waterbury, who died in 1796; married (second) Margaret Welton, daughter of Richard Welton, born in 1772. Issue by first wife: 1. Austin, born September 17, 1790. 2. Daniel, of whom further. 3. Rev. Ashbel, born January 31, 1796. Issue by second wife: 4. Ranson, born September 2, 1798. 5. Rebecca, born August 15, 1800. 6. Richard, born July 6, 1802. 7. Clark M., born September 21, 1805. 8. Sherman, born January 5, 1808. 9. Betsey C., born July 13, 1810. 10. Davis C., born September 8, 1813. 11. George H., born March 15, 1820.

(VII) Daniel Steele, son of Daniel and Rebecca (Clark) Steele, was born November 11, 1792. He was for many years engaged in woolen manufacturing in Waterbury, Connecticut. In 1839 he removed to Libertyville, Lake County, Illinois, and in 1847 he removed to Waukegan, Illinois, where he resided until 1862. He married, November 15, 1813, Sarah Richards, who died February 1, 1853, daughter of Colonel Street Richards, of Wolcott, Connecticut. Issue: 1. William A., born August 13, 1814; killed in Alabama. 2. Charles Richards, of whom further. 3. Nelson, died in Illinois, aged eighteen years.

(VIII) Charles Richards Steele, son of Daniel and Sarah (Richards) Steele, was born in Waterbury, Connecticut, May 23, 1822, and died November 30, 1888. He was educated in academies at Waterbury and Cheshire, in 1838, entering business life as a clerk in the firm of Girard & Steele, of Montgomery, Alabama, of which his brother, William A., was a member. During the first winter of his residence in Montgomery he was on a steamer plying between that city and Mobile, and he was afterward employed in the firm's warehouse at Montgomery. In 1840 he left the South and joined his father, who had the year before migrated from Connecticut to Illinois. Not long afterward he went into business with a half-uncle at Libertyville, then the county seat of Lake County. Waukegan later became the county seat, and there Mr. Steele located in 1846, beginning general mercantile dealings under the firm name of C. R. Steele & Company, his partner the Hon. Charles Durkee, of Kenosha, Wisconsin, for eight years United States Senator from Wisconsin, and then Governor of Utah. This association continued until 1849, when Mr. Steele formed a new partnership under the same style with Ransom Steele, his father-in-law. A three-story brick building was erected in 1852 to house the business, whose operations were attended by prosperous success. In 1861 Charles H. Fox, who had married a daughter of Davis C. Steele, was admitted to the firm, and upon Ransom Steele's death in 1862 the firm became Steele & Fox.

Mr. Steele's financial activities began in 1852 with the founding of a private bank in Waukegan, and in 1854 he merged his business with the Bank of Northern Illinois, in which he became cashier. He was elected vice-president in 1857, and when the bank terminated its affairs in 1861 he and his father purchased the fine brick and stone bank building adjoining their corner store. His private banking operations continued a part of his business dealings until 1865, when he organized and became the president of the First National Bank of Waukegan, serving as its president until his death in 1888. About 1870 Mr. Steele became a stockholder in the Third National Bank of Chicago, becoming a director of both these institutions, as well as a stockholder in the German Savings Bank. Among his other business relations was a partnership with Dr. Price in the manufacture of a cream baking powder. From 1867 to 1884 this was an important interest. Mr. Steele's business policy was one of conservatism, based upon strong principles of fair dealing and commercial justice, and his career of unswerving constancy in this faith was rewarded with a generous share of the public confidence.

Mr. Steele was a Republican in political belief, and fraternized with the Masonic Order, in which he held the degrees of lodge, chapter, and commandery, his

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Nelson A Steele

memberships being in Waukegan Lodge, No. 78, Free and Accepted Masons; Waukegan Chapter, No. 41, Royal Arch Masons; and Waukegan Commandery, No. 12, Knights Templar. He was a prominent and active member of Christ Episcopal Church, in whose organization he was senior warden for many years. In private life, as in practical affairs, he was known as a gentleman of upright honor and integrity, loyal to his friends and devoted to his family.

Charles R. Steele married, December 24, 1844, his half-cousin, Margaret A. Steele, daughter of Ransom Steele. She died August 2, 1912. Issue: 1. Nelson Augustus, of whom further.

(IX) Nelson Augustus Steele, son of Charles Richards and Margaret A. (Steele) Steele, was born in Waukegan, Illinois, July 31, 1852, and died September 17, 1914. He was educated in the public schools and Racine College, and in young manhood became a bookkeeper in the employ of Steele & Price. This position he filled from 1881 to 1885, in the latter year becoming vice-president of the First National Bank of Waukegan, a post he filled until 1888. Upon the death of his father in 1888, Mr. Steele succeeded to the presidency and was chief executive of the bank until his death in 1914. His other financial holdings included stock in the Corn Exchange National Bank and the National Bank of the Republic, both of Chicago. He was a business man of substantial talents, and in addition to his corporate interests was the owner of much real estate, including some of the best farm lands in that region.

His political convictions were Republican, and he held the thirty-second degree in the Masonic Order, holding membership in Waukegan Lodge No. 78, Free and Accepted Masons; Waukegan Chapter, No. 41, Royal Arch Masons; Waukegan Commandery, No. 12, Knights Templar; Oriental Consistory, Ancient Accepted Scottish Rite; also affiliating with Medina Temple, Ancient Arabic Order Nobles of the Mystic Shrine. His clubs were the Waukegan Country, the Bankers' of Chicago, and he was also a member of the Benevolent and Protective Order of Elks. Like his father, he was senior warden of Christ Episcopal Church, and a devoted supporter of all of its activities. The high standards of personal and commercial probity that had been his father's were also his, and he walked the path of life, honored and respected by a large number of friends.

Nelson Augustus Steele married, November 18, 1892, Bessie Louise Legnard, daughter of John B. and Josephine (May) Legnard. Issue: 1. Charles Nelson, of whom further. 2. Bertha Louise, born September 5, 1896.

(X) Charles Nelson Steele, son of Nelson Augustus and Bessie Louise (Legnard) Steele was born in Waukegan, Illinois, August 26, 1893. He attended the public schools and completed his education in Racine College. Since 1914 Mr. Steele has been associated with the First National Bank of Waukegan, the third generation of his family in direct line to be identified with that strong financial institution, and on January 10, 1925, was elected president. On March 6, 1925, the bank opened to the public its own newly completed building, and at the present time (1926) its deposits approximate $3,000,000. Mr. Steele is an ardent devotee of out-of-door sports especially hunting, and has a large and interesting collection of guns, including some borne by his forefathers in the early wars of the country.

During the World War Mr. Steele was commissioned May 1, 1917, ensign in the

United States Naval Reserve Force at Great Lakes, Illinois, and was in command of Section Patrol Boat No. 231, at Sault Ste. Marie, Michigan, from June 21, to October 12, 1917. He was then transferred to Port Clinton, fitted out and and took command of submarine chaser No. 170, serving thus until relieved of his command, November 10, 1917, at the Brooklyn Navy Yard. He was assigned to duty as watch and division officer of Section Base No. 6, Bath Beach, Brooklyn, until December 30, 1917; transferred to Bridgeport, Connecticut, as executive officer of Section Base No. 2 until April 3, 1918; returning to Section Base No. 6 as adjutant until June 10, then becoming junior watch and division officer of the armored cruiser, U. S. S. "Huntington" until October 4; and subsequently transferred to the Twelfth Naval District as junior instructor in navigation in the Officers' Material School, Section Naval Base, San Diego, California. He was relieved from active duty December 30, 1918.

Mr. Steele holds the thirty-second degree in the Masonic Order, fraternizing with Waukegan Lodge, No. 78 Free and Accepted Masons; Waukegan Chapter, No. 41, Royal Arch Masons; Waukegan Commandery, No. 12, Knights Templar; and Medina Temple, Ancient Arabic Order Nobles of the Mystic Shrine, of Chicago.

Charles N. Steele married, October 10, 1918, Ione Fabian Reynolds. Issue: 1. Bessie Louise, born January 27, 1920. 2. Charles Nelson (2), born January 28, 1924. 3. John Richard, born April 30, 1926.

GREENOUGH, Charles Edward, Jr.,

Lawyer, Soldier, Industrialist, Patriot.

One of the nineteenth century wits created the now famous *bon mot* that "nothing is as true as a truism." And one of our most venerable and time-worn truisms is the one that "blood will tell." In this respect Charles Edward Greenough, of New York City, has a most excellent background. Behind him is generation after generation of notable ancestry, made up of men who have distinguished themselves in the professions, in diplomatic and legislative circles, in the army, in commerce and industry—in fact in each and every one of the important fields of endeavor which, united, form both the warp and the woof of our fabric of civilization. The life and labors of each of his paternal and maternal ancestors, viewed in perspective, reacted in no small degree to the advancement of these United States, and it is upon dependable, fearless, pioneering progenitors such as these that both the foundations and the superstructure of our National life was builded.

Charles Edward Greenough is tenth in lineal descent from Samuel Symonds (1595-1678), of Ipswich, Massachusetts, who served as deputy from 1638 to 1643, assistant from 1643 to 1673, and as Deputy Governor of the Massachusetts Bay Colony from 1673 to his death in 1678; ninth in descent from Edward Spaulding, who landed at Jamestown, Virginia, in 1619, and founded there one of the most important and influential families of the Old South; ninth in descent from Captain Samuel Brocklebank (1628-1676), of Rowley, Massachusetts, who served as captain of the Rowley Foot Company in 1673, and was killed at Sudbury in King Philip's War, on April 21, 1676; eighth in descent from Hannah Jefts, the first female child born in Billerica (1654); fifth in descent from General Jonathan Ormes, one of the outstanding officers of the War of 1812; fifth in descent from Silas Spaulding, who served with distinction as a "minute-man"

U.S.

in the War of the American Revolution, under various commanders, among them Colonel William Prescott, who commanded the American forces at the battle of Bunker Hill; eighth in descent from John Pearson (1618-1693), who settled at Rowley, Massachusetts, in 1640, served as Representative from that town to the General Court in 1678-80, 1682-83, 1685-86, and 1689, and built there the first "fulling-mill" in America; ninth in descent from Arthur Warren (1601-1658), who settled at Weymouth about 1637, and was a large land-owner; eighth in descent from Jacob Warren (1642-1723), of Chelmsford, Massachusetts, who was a member of the garrison in Middlesex, in 1692-93, under Lieutenant Ephraim Hildreth; ninth in descent from Richard Dole (1622-1705), of Newbury, Massachusetts, who served as deputy there in 1673; eighth in descent from Ensign Nathaniel Parker (1651-1737), of Reading, Massachusetts, who served as Ensign in the local militia; ninth in descent from Sergeant Richard Hildreth (1605-1693), of Woburn and Chelmsford, who served in the military company prior to 1663 and up until 1664; ninth in descent from such historically famous pioneers and founders of American families as the Rev. George Phillips (1593-1644), Deacon Thomas Parker (1609-1683), Joseph Underwood (1614-1676), Captain Daniel Epes (1622-1692), who was a son-in-law of Deputy Governor Samuel Symonds; Nathaniel Holland (1638-1709), Edward Hazen (1617-1683), and Charles Browne, who was born in Suffolk, England, settled in Rowley, Massachusetts, where he held many public offices and in the history of which town he is mentioned thirty-one times, and died in 1687; tenth in descent from John Wheeler (1598-1670), William Acey, William Allen, and from both John Knight (1598-1670) and his brother Richard (1602-1683), who came together from Romsey, Hants, England, in the year 1635, and settled in Newbury, where the grandson of John, Richard Knight, married the granddaughter of Richard, Elizabeth Jaques, in 1690; and eleventh in descent from Richard Goodale, who came to Newbury, Massachusetts, from Yarmouth, England, in 1638. He was a "planter" and received land in the "first division" of Salisbury, Massachusetts, in 1639. History records him as a "famous hunter." He died in 1666.

From such personages was Mr. Greenough descended, and his own career proves him to be a most worthy scion of these families, and both an honor and a credit to such distinguished ancestry. In one of the most exacting of all professions, in the army, in public and private life, and in commercial and industrial circles, he has achieved a definite success, comparable to the finest exploits of his forebears; and in that strange, shifting, scattered and rapidly disintegrating stratum of American life which was once known as the aristocracy of the United States, an intangible and evanescent state of society loved by those of gentle birth, breeding and culture, ridiculed by those of crude intelligence, Major Charles Edward Greenough is entitled to a foremost place.

(I) Robert Greenough was the progenitor of the branch of the American family of Greenough herein considered. He came to America from his native Rowley, Yorkshire, England, about the year 1660, and settled at Rowley, Massachusetts Bay Colony, New England ("sat down at Rowley," as the old Colonial records quaintly put it.) There he married Martha Epes, who was born in 1654 and died in 1686, their marriage having taken place in 1679. Having served his adopted

community faithfully and well as selectman and town clerk, he died at Rowley on March 30, 1718.

(II) Robert Greenough, son of Robert and Martha (Epes) Greenough, was born at Rowley, Massachusetts, on February 28, 1683, and died there on December 24, 1717. He was married at Newbury, on January 20, 1705, to Hannah Dole, who was born in that town on March 28, 1685, and whose will was dated January 2, 1755.

(III) Robert Greenough, son of Robert and Hannah (Dole) Greenough, was born at Rowley, Massachusetts, on November 21, 1712, and died at Plaistow, Rockingham County, New Hampshire, on September 2, 1767. He was married at Newbury, Massachusetts, on November 27, 1735, to Edna Knight, who was born there on July 2, 1718.

(IV) Richard Greenough, son of Robert and Edna (Knight) Greenough, was born at Plaistow, New Hampshire, on August 9, 1746, and died at Salisbury, New Hampshire, on November 17, 1834. He was married at Dunbarton, New Hampshire, in August, 1772, to Elizabeth Hoag, who was born there in 1753, and died at Salisbury, on December 25, 1810. In the Dunbarton town records the patronymic is given in its ancient form of "Greeno."

(V) Ezra Greenough, son of Richard and Elizabeth (Hoag) Greenough, was born at Salisbury, New Hampshire, in April, 1796, and died at Brockport, Monroe County, New York State, on October 20, 1875. He was married at West Haven, Vermont, on May 29, 1823, to Caroline Ormes, who was born at Fair Haven, Vermont, on July 15, 1801, and died in Brockport, New York, on September 13, 1892.

(VI) Charles Backus Greenough, son of Ezra and Caroline (Ormes) Greenough, and named for his father's closest friend, Dr. Charles Backus, was born at West Haven, Vermont, on June 27, 1824, and died in Paris, France, on January 3, 1880. He was married at Clarkson, New York, on January 15, 1852, to Martha Ann Spaulding, who was born there on April 13, 1829, and died in Washington, District of Columbia, on March 1, 1901. After Mr. Greenough's death, Mrs. Martha Ann (Spaulding) Greenough was married (second), on September 19, 1887, to Colonel Richard Cutts Shannon (1839-1920), at St. Paul's Church, Knightsbridge, Hyde Park, London, England. Charles B. Greenough became a distinguished banker, financier, and railroad builder, and among his outstanding achievements was the building of the famous Botanical Garden Street Railway in Rio de Janeiro, Brazil. Dom Pedro II, the last Emperor of Brazil, to show his gratitude and esteem, made Mr. Greenough a Marquis of the Brazilian nobility.

(VII) Charles Edward Greenough, son of Charles Backus and Martha Ann (Spaulding) Greenough, was born in New York City on September 29, 1853, and died there on October 22, 1880, at the early age of twenty-seven years. He was married, in New York City, on September 25, 1879, to Frances Gray Dawson, who was born in Wilmington, North Carolina, on September 26, 1858, and died in New York City, August 3, 1904. She was a daughter of James Dawson (1813-1882), a prominent banker of Wilmington, who was born at Castle Dawson, County Derry, Ireland, and came to this country in 1831. He was married at Greensboro, Georgia, on August 5, 1847, to Missouri Martin (1826-1888), a daughter of Robert and Edna (Sandford) Martin. Charles Edward Greenough was educated in Switzerland; was a frequent traveler in Europe and Northern Africa; was a member of the famous and aristocratic Seventh ("silk-

stocking") Regiment, New York National Guard, of New York City; and had become vice-president of the First National Bank of Colorado Springs, Colorado. His early death cut short what promised to be a most useful, constructive and interesting life. He was the father of one son, Charles Edward, Jr., of whom this genealogical and biographical review.

(VIII) Charles Edward Greenough, Jr., only son of Charles Edward and Frances Gray (Dawson) Greenough, and a representative of the eighth generation of the ancient English family of Greenough on American soil, was born in the Windsor Hotel, New York City, on October 23, 1880, the day after his young father died. He attended St. Paul's School at Concord, New Hampshire, until 1899, and then matriculated at the Sheffield Scientific School of Yale University, from which he was graduated with the class of 1902, receiving the degree of Bachelor of Philosophy. He later entered the School of Law of Columbia University, whence he was graduated with the class of 1924, receiving the degree of Bachelor of Laws. While there he was governor of the Student Council and twice president of his class. He was admitted to the bar of the State of New York in 1925. After being graduated from Yale, Mr. Greenough spent one year traveling in Europe, and upon his return entered the banking business, as his father and grandfather had both done before him. In 1906 he became interested in mining properties in Mexico, and was there engaged for several years in the production of oil, gold, silver and copper, later extending the scope of his mining operations to include Arizona, Colorado and New Mexico. Of late years he has closed out his many interests in Mexico, and at the present time (1927), in addition to his legal work, is interested in real estate investments in New York City, where he also holds directorates with many important commercial and industrial concerns. Mr. Greenough possesses executive ability of a high order, and always takes an active and aggressive part in the various companies and enterprises in which he is interested.

Mr. Greenough's military record is worthy of more than passing mention, and equals—and in many cases exceeds—those of his warlike ancestors. In 1915 and 1916, he attended the Officers' Training Schools at Plattsburg, New York; was examined for a commission before a board of Regular Army officers at Governor's Island, New York, in April, 1917; was commissioned a captain of infantry on May 14, 1917; served as instructor at the Reserve Officers' Training Corps at Fort Oglethorpe, Georgia, from May 8, to August 10, 1917; attended the Trench Warfare School at Cambridge, Massachusetts, from August 19 to September 15, 1917; was placed in command of the Second Battalion, 371st Infantry, at Camp Jackson, South Carolina, on September 27, 1917; was commissioned a major of infantry on January 1, 1918; sailed for France with his regiment from Newport News, Virginia, on April 9, 1918, and upon arrival in France his regiment was assigned to the 157th Division of the French Army; saw active service at Verdun, Morte Homme, Hill No. 304, Avocourt, between June 22 and September 13, 1918; took an active part in the Champagne Offensive, at Côte No. 188, Montfauxelles, and Ferme-de-Briere, from September 26 to September 30, 1918; was wounded in action on September 29, 1918; invalided to a hospital in Paris, where he remained from October 2 to October 24, 1918; in active service again in the Vosges from October 26 to Novem-

ber 11, 1918; his regiment re-assigned to the United States Army on December 13, 1918; returned from France with his regiment on February 11, 1919; was honorably discharged from Federal service at Camp Jackson, South Carolina, on February 28, 1919; and at the present time (1927) holds a commission as major of infantry in the Officers' Reserve Corps. For his excellent service in the World War, Major Greenough was awarded the following six medals and decorations: (1) Croix de Guerre, from the French Government, (2) Medaille Commemorative de la Grande Guerre (French), (3) French Wound Ribbon, (4) the Conspicuous Service Cross from the Government of the State of New York, (5) the World War Medal from New York State, and (6) the Victory Medal from the Federal Government, with four bars, each signifying a major offensive. The above-given military record of Major Charles Edward Greenough is one of which his young sons will some day be justly proud.

Politically, Major Greenough is a staunch Republican; while his religious affiliation is with the Protestant Episcopal Church, of which he is a regular attendant and a liberal supporter. He also contributes freely of his means towards the maintenance of many charitable, benevolent and philanthropic enterprises and institutions, and has been especially interested in the work of the Boys' Club, the Children's Aid Society, the Home for Incurables, the Peabody Home for Aged and Indigent Women, and the Reconstruction Hospital. He is also deeply public-spirited and any worthy movement which has as its design the advancement or betterment of New York City, its environs, its people, its institutions and its conditions, is assured of his hearty support and willing coöperation. Among his chief hobbies are the collecting of first editions, ancient examples of the art of printing, old books and manuscripts on common law, prints of famous jurists, Childe Hassam etchings, old maps, autographs, and various and varied editions of the works of Robert Louis Stevenson. He is also very fond of travel when the opportunity permits, and usually makes it a point to go abroad every summer. Golf, riding, swimming, sailing, fishing, skating, shooting—in fact any form of physical exercise that keeps one in the open air—are all indulged in by Major Greenough, to each of which he applies the same energy and enthusiasm that have characterized his business, military and professional careers. He holds active membership in scores of well and widely known clubs and societies, among which may be mentioned the following: The Metropolitan Club, University Club, New York Yacht Club, Tuxedo Club, Army and Navy Club, the Yale Club, the Church Club, Columbia Club, the Winter Sports Club, the Skating Club, and prior to its dissolution, the New York Skating Club, the Delta Phi Fraternity, the Phi Delta Phi Fraternity, the Strollers, the Travellers' Club of Paris (France), the Union Interalliée of Paris (France), the Society of Colonial Wars, the Veteran Corps of Artillery and Society of the War of 1812, Sons of the Revolution, the Empire State Society of the Sons of the American Revolution, the Society of American Wars, Military Order of the World War, Military Order of Foreign Wars, the New York Society of Naval and Military Officers of the World War, Society of Military Engineers, the Army and Navy Union of the United States of America (of which he is a senior vice-commander), Veterans of Foreign Wars, the American Legion, the New York County Lawyers' Association, York-

ville Chamber of Commerce, the English Speaking Union, National Security League, the United States Infantry Association, Reserve Officers' Association, the Fifteenth Assembly District Republican Club, the New York Genealogical and Biographical Society, and is also a Fellow of the American Geographical Society, member of the Pilgrims, Brooklyn Society of Etchers, American Bar Association, the New York State Bar Association, Military Training Camps' Association, the Yale Law School Association, and the Columbia Law School Association.

Major Charles Edward Greenough was married (first) at Grace Church, New York City, on November 16, 1909, to Eleanor Whitridge, a daughter of Frederick W. and Lucy C. (Arnold) Whitridge, of New York City. Mrs. Lucy C. (Arnold) Whitridge, who is still alive (1926), is the daughter of Matthew Arnold (1822-1888), noted poet, writer and educator, whose life and labors are recounted in the "Encyclopædia Britannica." Matthew Arnold's father was the famous Dr. Thomas Arnold (1795-1842), of Rugby, England. He was one of the best-known men of his day, being head master at Rugby School, and to this day in England he is referred to as "Dr. Arnold of Rugby." He, also, is mentioned at length in the "Encyclopædia Britannica." The father, Frederick W. Whitridge, a most able lawyer, was born in 1852 and died in 1916, and was a lineal descendant of John Cushing (1627-1708), the English progenitor of the American family of that name, who came from his native Hingham, England, in 1638, and settled at Scituate, Massachusetts. In addition to his great legal ability, Mr. Whitridge was renowned for his ready wit, and was much in demand as an after-dinner speaker. He was one of the closest friends of the late Joseph H. Choate and the late President Theodore Roosevelt. A number of years before his death, Mr. Whitridge was appointed receiver of the Third Avenue Street Railway and later became president, an office he held until he died. He was appointed special ambassador to represent the United States at the marriage of King Alphonso of Spain in 1906. Major Charles Edward and Eleanor (Whitridge) Greenough were the parents of two sons, as follows: 1. John Whitridge, born in New York City on October 5, 1911. 2. Richard Dawson, born in London, England, on September 4, 1912. These sons represent the ninth generation of the Greenough family in America.

Major Charles Edward Greenough was married (second), at Little Boar's Head, Northampton, New Hampshire, on August 28, 1920, to Mrs. Edmée (Busch) Reisinger, the widow of Hugo Reisinger, and a daughter of Adolphus and Lilly (Anheuser) Busch, the father, now deceased, having been a well-known capitalist and philanthropist of St. Louis, Missouri. There is no issue by this second union.

Mrs. Edmée (Busch-Reisinger) Greenough is one of New York's social leaders, and a woman who successfully combines a natural simplicity and charm with cultural and artistic gifts. Her rare tact and understanding and lofty ideals have united to make her ramified activities in charitable circles unusually beneficent, and she is ever ready to help the unfortunate with sympathy, advice and material means. Apart from her many charities, Mrs. Greenough is a patron and a lover of the fine arts. She is a member of the Woman's Board of the Philharmonic Orchestra, is a regular attendant at the opera, and among

her notable collection of paintings may be seen examples of the work of such famous French masters as Renoir, Manet, Monet, Courbet, Corot and Mauve. Among the American painters she is the possessor of fine examples of the work of John S. Sargent, Childe Hassam, Gari Melchers, J. McNeil Whistler and Alden Weir, in addition to many Dutch paintings and both etchings and paintings of Zorn. It is rare indeed to find both husband and wife so deeply interested in the same activities, be they artistic or charitable. The Greenough family residence is maintained at No. 993 Fifth Avenue, New York City.

CUTTING, Charles Suydam,

Sportsman and Capitalist.

A member of one of the oldest New York City families, many generations of which have been prominent in the financial, civic and social life of the metropolis, Mr. Cutting, in every respect and direction, has most worthily upheld the family traditions of business ability, public spirit and patriotism. Having acquired a broad business experience by some ten years' continuous connection with a large and important New York business house, interrupted only by fourteen months' service in the Military Intelligence Department of the American Expeditionary Forces during the World War, he has devoted himself in recent years exclusively to the management of the extensive Cutting estate in the interests of his family. In this work he has shown great business and executive ability, as well as a high sense of obligation to the public interests and welfare, qualities for which his father, who was his predecessor in the management of the estate, has been noted for many years. Throughout his entire life Mr. Cutting has always been interested in all forms of outdoor sports, and in some of these has become very expert, being National court tennis singles champion. In recent years his interest in sports has taken a more scientific and serious turn, and in 1925-26 he took part in the James Simpson-Roosevelt Asiatic Expedition to the Himalaya Mountains. He was the official photographer of this adventurous and very successful undertaking, and was so fascinated by its many interesting features that, soon after his return from Asia, he decided to make another expedition into Abyssinia, which is planned to start in the fall of 1926, likewise under the auspices of the Field Museum of Natural History of Chicago. Although these expeditions, of course, enjoy the advantages of the most elaborate planning, equipment and support, they require unusual qualities of leadership, endurance and courage, and of these Mr. Cutting displayed a full measure, contributing largely to the complete success of the Roosevelt Expedition.

Charles Suydam Cutting is the son of Robert Fulton Cutting, who was born in New York City, in June, 1852, a son of Fulton and Justine (Bayard) Cutting; and of Helen (Suydam) Cutting, who was born in New York City, January 17, 1889. On both his parents' sides he is the descendant of old and historic New York families, his father being a descendant of Nicholas Bayard and Peter Stuyvesant. He was educated at Groton School, Groton, Massachusetts, and at Harvard University, from which latter he graduated in 1912 with the degree of Bachelor of Arts. In the same year he became connected with the sales department of the M. W. Kellogg Company, a large manufacturing concern in New York City, with which he continued to remain until the World War, when he spent fourteen

O. S. Cutting

months in the Military Intelligence Department of General Headquarters, American Expeditionary Forces. At the end of the World War he resumed his connection with the M. W. Kellogg Company, continuing until 1922, when he took over the management of the extensive Cutting estate and of the R. F. Cutting Trust. He is also president of the Helen S. Holding Company, and a member of the board of managers of the New York Association for Improving the Condition of the Poor. In 1925-26 he went, together with Colonel Theodore Roosevelt, Jr., Kermit Roosevelt, and George K. Cherrie, on the James Simpson-Roosevelt Asiatic Expedition. In this enterprise he participated on the invitation of Colonel Roosevelt and his brother, personal friends of many years' standing. The chief purpose of the expedition, which was financed by Mr. James Simpson, an executive officer of the firm of Marshall Field & Company of Chicago, and which enjoyed the auspices of the Field Museum of Natural History of Chicago, was to secure a number of specimens of the Ovis Poli, and of other rare Asiatic animals. The Ovis Poli were first discovered and described by Marco Polo, the famous fifteenth century explorer. Very few specimens of this large and powerful mountain sheep, considered the originating species of all mountain sheep, have ever found their way in the museums of natural history of the world. The expedition was entirely successful in securing the desired specimens, as well as a large number of other valuable specimens of all kinds of large and small animals. Though Mr. Cutting had his full share in securing these valuable scientific trophies, he was especially active as the official photographer of the expedition and the result of his camera work yielded scientific data of great interest and importance. His own notes, accompanied by appropriate photographs, covering his observations and experiences in connection with this expedition, will eventually appear in the form of articles in the well-known monthly "Forest & Stream." The territory in which the work of the expedition was performed included Eastern Turkestan, and included parts of the Himalayan Mountains, took the members of the expedition to very high altitudes, and is considered one of the most difficult territories in the world. At the completion of the principal work Mr. Cutting, together with Mr. Cherrie, separated from the Roosevelt brothers on account of the lateness of the season, and brought back all specimens with him by the most direct overland route, by way of Russian Turkestan, Caspian Sea, the Black Sea and the Mediterranean. Since his return he has decided upon another expedition in Abyssinia, again under the auspices of the Field Museum of Natural History, this expedition to start September 8, 1926, and to last all winter. Mr. Cutting is a member of the Racquet, Knickerbocker, Brook, Links, Tuxedo, Piping Rock, National Golf and Essex Fox Hounds clubs. His favorite recreation is court tennis, in which he is the national champion in singles, having won his championship by the default of the long-time national champion, Jay Gould. In politics he is a supporter of the Republican party and its principles.

Mr. Cutting is not married, and makes his home at Tuxedo Park, New York, and at No. 14 East Eighty-ninth Street, New York City, while his offices are located, together with those of the Cutting estate, at No. 32 Nassau Street, New York City.

McALLISTER, Addams Stratton,

Engineer Physicist.

An outstanding figure in the scientific world, where he is well known as an orig-

inal research worker, a thoroughly trained and profound student, and the discoverer of highly important natural laws, Addams Stratton McAllister is now engineer-physicist in the Bureau of Standards, Washington, District of Columbia. He has already shown his value in that position, to which he has brought years of practical as well as theoretical experience in his specialty. Mr. McAllister is descended on both sides from notable Americans. The paternal line was established by Hugh (McAlister) McAllister, who migrated from Scotland by way of the North of Ireland to Little Britain Township, Lancaster County, Pennsylvania, about 1732, and married a Miss Harbison. The generations followed thus: His son, Hugh, a soldier of the Revolution, married Sarah Nelson; Judge William McAllister, soldier of the War of 1812, married Sarah Thomson; Thompson, who began to write the name as now spelled, was a captain in Company A, 27th Virginia Infantry, Stonewall Brigade, Confederate States of America, and he married Lydia Miller Addams, a descendant of Richard Addams, who married Gertien, daughter of Abraham op den Graeff, who went from Crefeld, Germany, near the Holland border, to Germantown in 1683, and was the first burgess there. Their son, William Addams, married Ann Lane, daughter of Edward Lane, and granddaughter of Judge Samuel Richardson, an early provincial councillor of Pennsylvania, their son, Captain Isaac Addams, married Barbara Ruth, and was a soldier of the American Revolution; their son, Abraham Addams, married Lydia, daughter of Jacob Miller; and their daughter, Lydia Miller Addams, married Thompson McAllister, referred to above. Abraham Addams (A. Addams) McAllister, son of Thompson and Lydia Miller (Addams) McAllister, was the father of the subject of this biographical record.

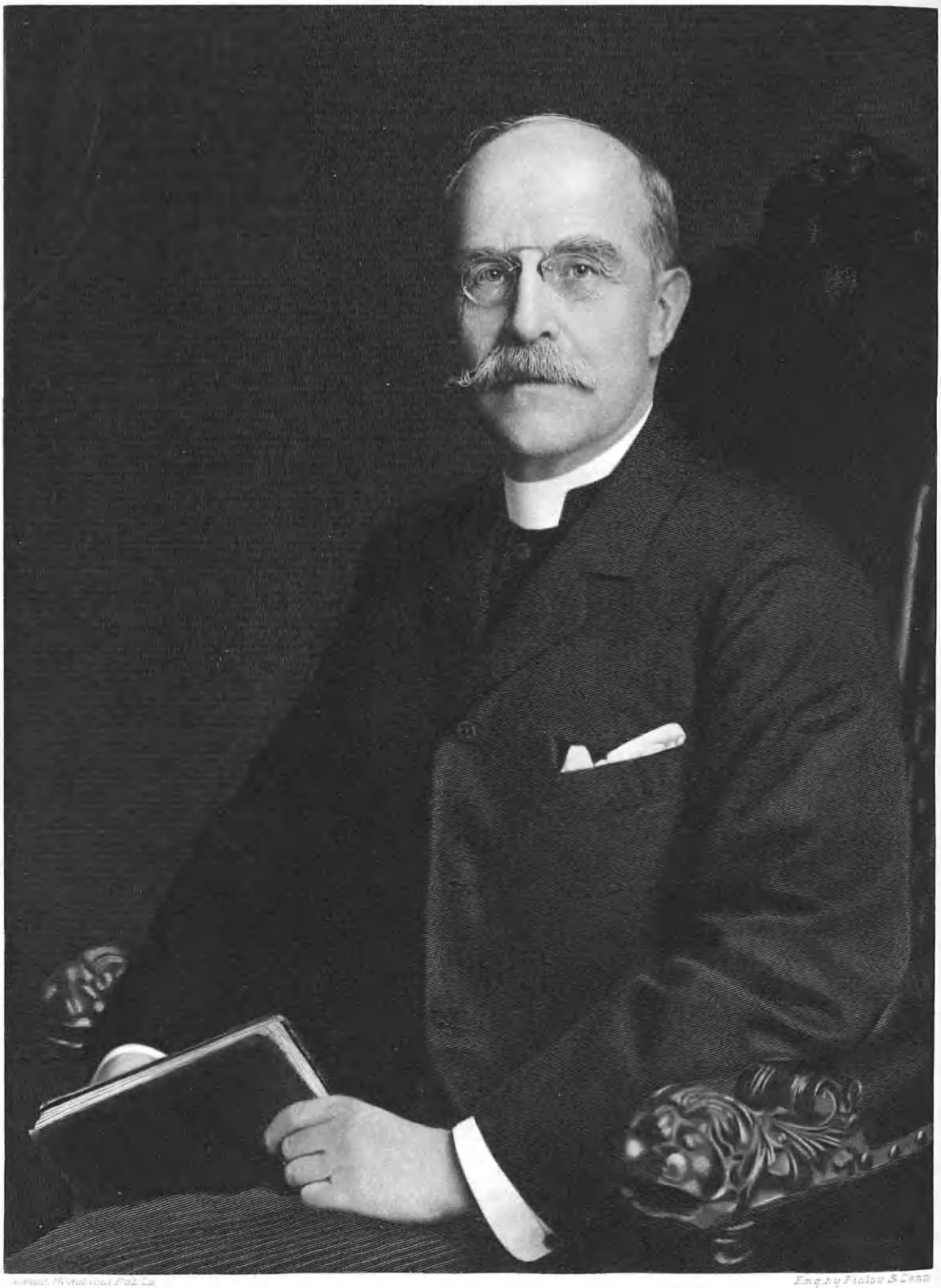
A. Addams McAllister was born August 25, 1841, in Franklin County, Pennsylvania, and died on September 4, 1916, at Covington, Virginia, having been prominent all his life as farmer, miller, merchant and banker. He was a soldier in the Confederate Army, an elder in the Covington Presbyterian Church for forty-five years, and held important executive offices in business enterprises: President of the Covington Improvement Company; director of the Covington National Bank; and president of the Citizens' National Bank of Covington, Virginia. A. Addams McAllister married Julia Ellen Stratton, a descendant of Edward Stratton, Sr., of Bermuda Hundred, Virginia, and a pioneer of that colony.

Addams Stratton McAllister, son of Abraham Addams and Julia Ellen (Stratton) McAllister, was born in Covington, Virginia, February 24, 1875. There he spent his boyhood, receiving his elementary education in the Covington schools. In 1894 he entered the Pennsylvania State College, where he received the degree of Bachelor of Science in 1898, and subsequently the degree of Electrical Engineer. Before graduating, he worked at practical mechanical labor for a summer in the shops of the Covington Machine Company, and with a civil engineering corps on local railway surveying for two summers. His practical education continued by a year's service, 1898-1899, with the Berwind-White Coal Mining Company at Windber, Pennsylvania, where Mr. McAllister was occupied with electrical locomotive operation and repair. The following year he spent in the factory of the Westinghouse Electric and Manufacturing Company at East Pitts-

burgh, Pennsylvania, to acquire information as to manufacturing details of direct-current and alternating-current machinery. With this foundation of academic and practical training, Mr. McAllister was well equipped for further specialization. After a post-graduate course at Cornell University in engineering and physics, he received the degree of Master of Mechanical Engineering in 1901. In 1905 he was given the degree of Ph. D. by that same institution. While pursuing his graduate work Mr. McAllister held the positions of assistant and instructor in physics and applied electricity and was acting professor of electrical engineering at Cornell in 1904. For ten years thereafter he was associated with the "Electrical World," first as associate editor, then as editor. Dr. McAllister developed the simplified circle diagrams of single-phase and polyphase induction motors and synchronous motors, and was the first to expound and formulate the application of the law of conservation in illumination calculations. Patents for single-phase and polyphase commutator motors and generators were granted him in 1903, 1904, 1906, 1907 and 1913. By lectures and published articles, to be treated in detail later, Dr. McAllister has broadcast his specialty in the scientific world. In April, 1918, Dr. McAllister entered the Progress Section, Control Bureau, Ordnance Department, United States Army, which in August, 1918, became the Progress Section, Requirements Division, Ordnance Department. When the Armistice was signed he was head of the section's reports branch and chairman of its committee on balancing the production program, as well as secretary of the Board of Army Officers to Review the Artillery Program. His interim activities were numerous. He was a member of the Engineering Council's War Committee of Technical Societies under the auspices of the Naval Consulting Board; secretary of the American Engineering Service of the Engineering Council; member of the Divisional Committee of Commission on Labor, Advisory Commission, Council of National Defense; of the United States National Committee of the International Electrotechnical Commission; chairman of the Electrical Engineering Service Committee and of the Board of Examiners, American Institute of Electrical Engineers; member of the Edison Medal Committee, the Standards Committee and Committee on Code of Principles of Professional Conduct, of the American Institute of Electrical Engineers; member of lighting legislation, standards, and papers committees; and chairman of the editing committee, Illuminating Engineering Society. In 1921 Dr. McAllister was appointed electrical engineer of the United States Bureau of Standards, associated with the American Engineering Standards Committee in New York. Since 1923 he has been engineer-physicist of the Bureau of Standards, Washington, District of Columbia. Throughout his professional career Dr. McAllister has lectured widely on subjects pertaining to his own line of work before such bodies as the Cornell Electrical Society, the New York Electrical Society, the Columbia University Electrical Society, the Brooklyn Polytechnic Institute, Electrical Engineering Society, the Franklin Institute (Philadelphia), the Pennsylvania State College, the Worcester Polytechnic Institute, and the University of Pennsylvania. His published books and articles are widely read in the electrical engineering world, and in some cases serve as text books in engineering schools, as is true of "Alter-

nating Current Motors" (1906) and certain chapters from the "Standard Handbook for Electrical Engineers" on "Transformers" and "Motors." He compiled and edited the "National Directory of Commodity Specifications," issued by the United States Department of Commerce in 1925. He has contributed nearly 100 articles on engineering subjects to the technical press, including the following: "Complete Commercial Test of Polyphase Induction Motor Using One Wattmeter and One Voltmeter" (1902); "Excitation or Asynchronous Generators by Means of Static Condensers" (1903); "Asynchronous Generators" (1903); "A Convenient and Economical Electrical Method for Determining Mechanical Torque" (1904); "Simple Circular Current Locus of the Induction Motor" (1906); "The Exciting Current of Induction Motors" (1906); "Magnetic Field in the Single-phase Induction Motor" (1906); "Simple Circle Diagram of the Single-phase Induction Motor" (1906); "Circular Current Loci of the Synchronous Motor" (1907); "Absorption of Light Method of Calculating Illumination" (1908); "Bearing of Reflection on Illumination" (1910); "Graphical Solution of Problems Involving Plane Surface Lighting Sources" (1910); "The Law of Conservation as Applied to Illuminating Calculations" (1911); "Illumination Units and Calculations" (1917); "Graphical Method of Solving Problems Relating to Interconnected Alternating-Current Circuits" (1922); "Handbook of Specifications for Commodities Purchased Out of Taxes" (1924); "Commodity Standardization" (1924); "Standard Specifications—The Goal and Progress Toward It." (1925). Dr. McAllister keeps in close touch with all scientific developments by membership in various bodies: Army Ordnance Association, American Society of Mechanical Engineers; National Electric Light Association; Society for the Promotion of Engineering Education, Illuminating Engineering Society (of which he has been a director and a president), American Institute of Electrical Engineers, of which he has been manager and vice-president; National Genealogical Society, of which he is president for the term 1924-26; Baronial Order of Runnymede (surety and member of the Court of Eligibility). Other societies with which he is affiliated are: The Pennsylvania Historical, the Genealogical of Pennsylvania, the Huguenot Society of Pennsylvania, St. Andrew's Society (Scottish), of Washington; the Virginia Society of Washington, the New York State Society of that same city, as well as the Southern Society; the New York Southern Society, and the Virginians of New York. He is a member of the Abracadabra Club of Washington, of the Engineers of New York, the Cosmos of Washington, and the Cleveland Park of that city, of which he is treasurer. His recreations are music and genealogical research, and in 1917 he wrote "Descendants of John Thomson." He is a Presbyterian, and was the first treasurer of the Presbyterian Church at Windber, Pennsylvania.

Addams Stratton McAllister married, in Germantown, Pennsylvania, January 28, 1922, Homé Catharine Stephens, daughter of Henry Granville Stephens, of New York City, who is the New York representative of the Republic Creosoting Company. Mr. and Mrs. McAllister are the parents of two daughters: 1. Julia Adeline, born December 18, 1922, in New York. 2. Homé Stephens, born January 3, 1925, in Washington, District of Columbia.



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George William Douglas.

DOUGLAS, George William, D. D.,

Clergyman, Teacher, Author.

More than five decades of earnest work and consecrated achievement make the record of the Rev. George William Douglas, D. D., honorary canon of the Cathedral of St. John the Divine, New York City, clergyman, preacher, teacher and author, one of unusual interest and worth. From the time of his graduation from Trinity College as valedictorian and class poet, in 1871, to the present time (1927), his work has placed him among the first in whatever field of activity he has been engaged, and so wide has been the field and so long the period of service that the number of those who may be classed as his peers is necessarily small.

It is interesting to trace back to the sources from which such a life had been derived, and in this case the results of such investigation impress the searcher with a sense of "the fitness of things." Lower, in his "Patronymica Britannica," speaks of the Douglas family as the "most powerful and widely celebrated that Scotland has ever produced," and informs us that the name is assumed from lands on the small River Douglas in Lanarkshire, that name in turn having been derived from the Gaelic *duf-glas, du-glas,* meaning "dark grey" and referring to the color of its waters. On these lands William the Douglas was established as early as 1175. "This illustrious race," says Lower, "renowned throughout Western Europe for its romantic career, may well be accounted an historical family, for as Hume, the annalist of the house, has it:

So many, so good, as of the Douglases has been,
Of one surname was ne'er in Scotland seen.

The family rose into power under King Robert Bruce, of whom "the good Sir James of Douglas" was the most distinguished adherent, but suffered a partial decline when the ninth Earl James rebelled against King James II. The Earls of Angus, however, partly restored the ancestral glory of the house, which has continued to be one of the most important in Scotland.

Arms—Argent, a man's heart gules, ensigned with an imperial crown proper, on a chief azure three stars of the first.

The Douglas coat-of-arms, given above, is of historic interest, representing on a silver field a man's heart ensigned with an imperial crown, both in natural colors, and a chief azure charged with three silver stars. The crowned heart was assumed by the family as a memorial of the fate of "Good Sir James of Douglas," mentioned above, who perished in Spain in 1330, while fulfilling the request of his dead King, Robert Bruce. The dying King bequeathed his heart to the Good Sir James, who had been his greatest captain, with the request that he carry it to Jerusalem and there lay it before the high Altar. It is sometimes stated that Sir James died on the way to the Holy Land, and that he had the heart with him in a silver box; but Hume, historian of the family, distinctly states that the errand had been accomplished and that Sir James was on his way back to Scotland.

The line of the Rev. George William Douglas traces back to Deacon William Douglas, supposed to have been a son of Robert Douglas, who was born about 1588.

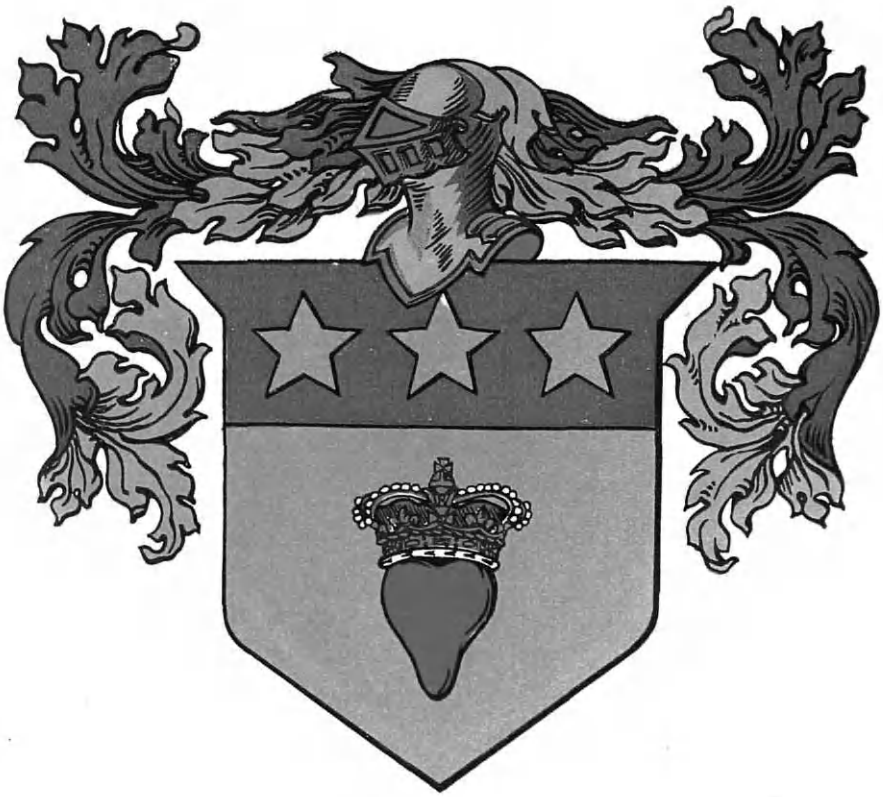
Deacon William Douglas, probably a son of Robert Douglas, was born in Scotland in 1610, and died July 26, 1682. In 1640 he came to Gloucester, Massachusetts, with his wife and two children. He was a freeman in Boston in 1640, and in 1659 settled in New London, where, in

1670, he was chosen one of the first two deacons of the church. The farm of one hundred acres granted to him was still in possession of the family, in direct line of male descent, in 1879. He served in New London as townsman, 1663, 1666, and 1667; recorder and moderator 1667 and 1668; sealer and packer 1673 and 1674. He was deputy to the General Court, at Hartford, 1672, and once or twice later; and Douglas Lane, which one passes in motoring from New London to Providence, was named after him. He married, probably in 1636, Ann Mattle, who was born in 1610 and died about 1685, only daughter of Thomas Mattle, of Ringstead, Northamptonshire, England, and they had the following children: 1. Ann, born in 1637, married Nathaniel Geary. 2. Robert, born in 1639, married Mary Hempstead. 3. Elizabeth, born August 26, 1641, married Deacon John Chandler. 4. Sarah, born April 8, 1643, married John Kenney. 5. William, of whom further.

Deacon William Douglas, son of William and Ann (Mattle) Douglas, was born in Boston, Massachusetts, April 1, 1645, and died March 9, 1725. He was deacon of the church from 1682 until his death. He married (first), December 18, 1667, Abiah Hough, who was born September 15, 1648, and died February 21, 1715, daughter of William Hough, of New London, and granddaughter of Edward Hough, of Westchester, Cheshire, England; (second), in July, 1715, widow Mary Bushnell. Children (all by first wife): 1. Elizabeth, born February 25, 1669; married Daniel Dart. 2. Sarah, born April 2, 1671; married Jared Spencer. 3. William, of whom further. 4. Abiah, born August 18, 1675, died in 1689. 5. Rebecca, born June 14, 1678. 6. Ann, born May 24, 1680; married Thomas Spencer. 7. Richard, born July 19, 1682; married Margaret Abell. 8. Samuel, born about 1684; married Sarah Olcott.

Deacon William Douglas, son of Deacon William and Abiah (Hough) Douglas, was born February 19, 1673, and died August 10, 1719. He was one of the little company that covenanted together and formed a church in Plainfield in 1705, and was chosen first deacon. He married Sarah Procter. Children: 1. Hannah, born September 7, 1696; married Thomas Williams. 2. William, born February 19, 1698; married Mary Hanover. 3. Samuel born April 13, 1699, died in 1703. 4. Abiah, born February 26, 1702; married Henry Holland. 5. John, born July 28, 1703; married Olive Spaulding. 6. Sarah, born December 7, 1704. 7. Jerusha, born April 26, 1706. 8. Samuel, born December 3, 1707, married Mary, surname unknown. 9. Benajah, born September 17, 1710, married. 10. James, born May 20, 1711; married Rachel Marsh. 11. Thomas, born November 26, 1712; married Martha Gallup. 12. Asa, of whom further.

Asa Douglas, son of Deacon William and Sarah (Procter) Douglas, was born December 11, 1715, and died November 12, 1792. In 1766 he removed to Jericho Hollow, Massachusetts, which later became Stephentown, New York. The garret of his house was used during the Revolutionary War as a jail. He led a company of thirty "Silver Grays" at the battle of Bennington, August 16, 1777, when the force of British and Indians sent to seize the stores collected at that place were defeated by the Americans under General John Stark. He married, about 1737, Rebecca Wheeler, who was born August 26, 1718, and died June 12, 1809. Children: 1. Sarah, born February 26, 1738; married G. Stewart. 2. Asa, born December 24, 1739, married Sarah Robbins. 3. Rebecca, born January 3, 1742;



Douglas

unmarried. 4. William, born August 22, 1743; married Hannah Cole. 5. Hannah, born January 17, 1745; married Hon. J. Brown. 6. Lucy, born January 12, 1747, died in 1749. 7. Olive, born September 7, 1748; married General Samuel Sloane. 8. Wheeler, of whom further. 9. Jonathan, born February 14, 1752, married Rhoda Hancock. 10. Nathaniel, born August 11, 1754, married (first) Prudence Brown; (second), ——— Travaissa. 11. John, born August 2, 1758; married Hannah Brown. 12. Benjamin, born December 15, 1760; married Martha Arnold. 13. Lucy, born May 10, 1762; married Major Jonathan Brown.

Wheeler Douglas, son of Asa and Rebecca (Wheeler) Douglas, was born April 10, 1750, and died in January, 1829. He moved to Albany, and for several years was in business with a cousin, under the firm name of Douglas & Wheeler. About 1798 the property was destroyed by fire, and in 1799 he moved with his family to Canada and settled on the Grand River in the midst of the Indians, where the city of Brantford now stands. He took up a tract of five hundred acres, receiving his lease from Captain Joseph Brant, famous chief of the "Six Nations" of Indians. He and his wife were staunch Methodists, and their house, where for many years preaching services were held, was the home of the early itinerant preachers. Wheeler Douglas married, in 1771, Martha Rathbone, daughter of the Rev. John Rathbone. Children: 1. Content, born September 4, 1772; married General Samuel Stewart. 2. Martha, born September 26, 1774; married Jesse Tracy. 3. Dr. John Hancock, born April 26, 1776; married Elizabeth Williams. He was physician in New York City. 4. Alanson, of whom further. 5. Mary, born in Albany; married Roger Selden. 6. George, born in Albany, died unmarried. 7. Charlotte, born July 15, 1785, married Joseph Smith. 8. Minerva, born October 17, 1787, married ——— Mathews. 9. Stephen Van Rensselaer, born March 24, 1790; married Caroline Whitehead. 10. Harriet, born June 15, 1793; married Smith Griffin.

Alanson Douglas, son of Wheeler and Martha (Rathbone) Douglas, was born February 11, 1779, died April 1, 1856. In Weise's "History of Troy," his name is given among the leading lawyers of that district; but he began the practice of his profession in Lansingburg, and it was characteristic of his foresight that he soon made up his mind that Troy would be the chief city of the neighborhood, so moved to the latter place. In 1806 he was appointed Surrogate of Rensselaer County, was cashier and financial officer of the Bank of Troy, and regarded as one of the ablest bankers in the State. Indeed, President Van Buren invited him to be Secretary of the United States Treasury, but he declined. In those days the cashier of a bank was the principal active officer, and accordingly, in 1827, he became cashier of the Chemical Bank in New York City. Nevertheless the ways and atmosphere of New York did not appeal to him, so that he returned to Troy, and from 1829 to 1836 was cashier of the Merchants and Mechanics' Bank there. He retired at the age of fifty-seven; whereafter he had leisure to cultivate his keen literary tastes. In his remarkable will, drawn in his own hand, he disposes of a fortune of more than a million dollars, which, in the America of those days, was unusually large; and like his contemporary, John Jacob Astor, he had made it all himself and in his own way. He married, June 12, 1803, Anna Sutherland, who was born April 7, 1784, and died February 28, 1869. She was the daughter of the Hon. Solo-

mon and Tamma (Thompson) Sutherland, of Stamford, New York. Hon. Solomon Sutherland served as State Senator from Dutchess County. Both Mr. and Mrs. Douglas were, in their day, of influence in Troy. In pleasant retrospection, a grandson, George Douglas Miller, relates the following about them, which is worthy of record:

It seems but yesterday when Grandmother Douglas was a power second to none in the social life of Troy—in fact, what she did not know was not worth knowing. She was more of a grande dame than any woman I ever knew, combining a woman's dignity of mind and, quite as much of manner, with a canny Scotch grit and will, and wisdom; and her husband (also Scotch) was a power among men of affairs very rarely equalled. There was something so real and inflexibly true about both of them.

He continues by relating a tale of his grandmother, which acquaints the reader with her brave and splendid spirit:

She was stepping into her coach at Albany one night after some social function, to return to Troy, and it was unusually stormy. She found her coachman "dead drunk"; mounted the box with the confidence of a Sutherland; made a foot-stool of the servant and drove the spirited horses (whom she knew and loved so well) to Troy in the teeth of a very angry nor-wester. And yet, she had not one iota of the vulgar bravado of the modern woman.

They are both interred in the Douglas burial plot in the old Mount Ida Cemetery of Troy, New York, where today, (1927) stands monuments of beautiful white marble, elaborately carved, to mark their resting places. But monuments of real and lasting worth are those which were carved in the hearts of those who had the pleasure of knowing them and of being their friends.

The children born to Alanson and Anna (Sutherland) Douglas were: 1. Sutherland, born October 25, 1804; married Harriet L. Staples. 2. Mary Ann, born February 7, 1807; married Hon. Samuel Miller. 3. George Henry, born September 13, 1809, died, unmarried, in 1837. 4. Charles Selden, born August 17, 1812; married (first) Sarah A. Hollister; (second) Mrs. Mary Warner Wells. 5. William Bradley, of whom further. 6. Julia, born September 17, 1823; married George Merritt.

William Bradley Douglas, son of Alanson and Anna (Sutherland) Douglas, was born December 26, 1818. He entered, at an early age, the bank in Troy, in which his father was cashier, and in 1842 he was elected cashier of the Bank of Ithaca, of which his father was the principal stockholder. Later he removed to New York to become, in January, 1850, president of the Mercantile Bank which his father and certain friends, such as Mr. Phelps, of Phelps, Dodge & Company, organized, and of which William Bradley Douglas was the first president. This position he filled until 1857, when poor health caused him to retire from active business after he had carried the Bank safely through the financial crisis of that year. He married, June 3, 1841, Charlotte Cornelia Dickinson Ferris, of St. Albans, Vermont, daughter of Orange Ferris, formerly of Dutchess County, New York, and Sophia (Rathbone) Ferris, daughter of Wait Rathbone, of Lansingburg. Children: 1. Rev. George William, of whom further. 2. Mary Hawley, born April 29, 1852; married Frank A. Ward. 3. Anna Sutherland, born May 22, 1856, died in 1856.

The Rev. George William Douglas, son of William Bradley and Charlotte Cornelia Dickinson (Ferris) Douglas, was born July 8, 1850, at No. 42 Barclay Street, New York City, and from boyhood gave evidence of brilliant mental endowment and unusual "gifts." To

these natural advantages were added the benefits of unusual educational advantages. After completing his preparatory course in St. Paul's School, Concord, New Hampshire, he matriculated, in 1868, as a Sophomore at Trinity College, Hartford, Connecticut, from which he was graduated in 1871, as valedictorian and class poet, receiving the degree of Bachelor of Arts. Continuing his studies in the General Theological Seminary in New York City, he received the degree of Master of Arts in course from Trinity College, and was graduated from the Seminary in 1874. He then supplemented his study in this country with two years of study at Oxford University, in England, and at Bonn University, Germany. Dr. Douglas has never ceased to be the student and scholar, and since 1876 has received degrees from various colleges and universities, including that of Doctor of Divinity from Hobart College, in 1885, when he was invited to be president of Hobart, but felt constrained to decline. He received the same degree, *Honoris Causa*, from his *alma mater*, Trinity Collge, Hartford, in 1895; and from the University of the South, Sewanee, Tennessee, in 1899, when he was delivering a course of lectures on Christian Apologetics in the Theological Seminary there. Meantime, in 1874, he had been ordained a deacon, and in 1876 was ordained a priest, of the Protestant Episcopal Church, by Bishop Horatio Potter. During 1877-78 he was tutor in Greek at the General Theological Seminary, New York, when for a year he served as curate to Dr. Edward A. Washburn at Calvary Church, New York. From 1879 to 1886 he was vicar of Trinity Church, New York, which position he filled with ability; for with the approval of Dr. Morgan Dix, rector of the parish, he started "Trinity Church Association," and "Trinity Mission House," conducted by Sister Catherine Vera of the Sisters of St. Mary, and also "Trinity Seaside Home" at Islip, Long Island, the site for which was donated by Mrs. William K. Vanderbilt. In 1886, his health broke down and, with his wife, he lived abroad for two years. From 1889 to 1892 he was rector of St. John's Church, Washington, District of Columbia. During his rectorate the project for a cathedral in Washington was started under Bishop Paret, by whom Dr. Douglas was appointed a trustee and first dean of the cathedral, and at whose request Dr. Douglas, in conjunction with Senator Edmunds, his parishioner at St. John's, drew up the original constitution of the Washington Cathedral. It was at his suggestion that several large gifts for the cathedral were obtained from his parishioners at St. John's. Thus, Miss Mary Elizabeth Mann, for many years a reporter in Washington for the "New York Herald," gave some valuable lots on Kalorama Heights which were afterwards sold to endow a girls' school in connection with the cathedral; which endowment was supplemented by Mrs. Hearst's gift to build the girls' school; and Mrs. Harriet Lane Johnson, daughter of James Buchanan, President of the United States of America, gave $300,000 to build and endow the Choir School for Boys; and General John A. Kasson, ex-minister of the United States to Berlin made the cathedral his residuary legatee. Some years before General Kasson's death however, and but a few months after Dr. Douglas had been made dean of the proposed cathedral, Mrs. Douglas' health broke down and Dr. Douglas was constrained to resign the rectorship of St. John's to go to St. Moritz, Switzerland, for two years. From 1895 to 1898 he was rector of Trinity Church, New Haven,

Connecticut. From 1898 to 1904 he was special preacher at Grace Church, New York, in connection with the free night service—a new departure started by Dr. William R. Huntington, as was also the Training School for Deaconesses where Dr. Douglas was an instructor. On nomination of Bishop Henry C. Potter, seconded by Dr. Huntington, Dr. Douglas was made Canon Residentiary of the Cathedral of St. John the Divine for the statutory period of nine years, from 1904 to 1913, during which period he was also for several years special preacher at the Church of the Beloved Disciple, New York. From 1914 to 1916 he was lecturer on Christian Unity at Union Theological Seminary, New York, on a special foundation; and he repeated the same lectures by invitation of Dean Hodges at the Boston Divinity School, and also at the Divinity School of the Protestant Episcopal Church in Philadelphia, together with lectures on preaching. He also served as chairman of the Board of Examining Chaplains for the diocese of New York. In 1918 he was made an honorary canon of the Cathedral of St. John the Divine which position he still holds. About 1904 Dr. W. R. Huntington, of Grace Church, New York, in his zeal for the New York Cathedral, had obtained from his parishioner, the Hon. Levi P. Morton, the splendid gift of $750,000 to build the choir and chancel, on the condition, however, that someone else should build the great arch between the choir and crossing. So Dr. Huntington asked Dr. Douglas, just elected Canon Residentiary, to try to obtain other gifts, and accordingly, at Canon Douglas's suggestion, Mr. Harris Fahnestock gave the necessary $50,000 to build the arch. Before long, Dr. Douglas also obtained from Mrs. Jared T. Blodgett $250,000 to build the Choir School; and from Commodore Bourne, $600,000 to endow the same. At that time Mr. Bourne was president of the Singer Sewing Machine Company, but years before, when Dr. Douglas was vicar of Trinity Church, New York, Mr. Bourne had been the leading baritone of Trinity Choir. Canon Douglas also obtained the gift of the carved stone pulpit from Mrs. Russell Sage, as a memorial to Bishop Henry C. Potter.

Dr. Douglas is well known in fraternal and club circles, and his affiliations indicate a wide range of interests. He is a member of the Clergy Club; the Clericus; Federal Council of Churches; Christian Unity Foundation; The Church Congress; and the Interchurch Clergy Club, all representing phases of his professional interest. He is also a director of the Boston Society for Psychical Research, founded by Dr. Elwood Worcester, rector of Emmanuel Church; a member of the American Society for Psychical Research and of the English Society for Psychical Research. His scholarship won for him the coveted Phi Beta Kappa key during his college years and he is still a member of the Phi Beta Kappa Society, as well as of Beta Beta Chapter of Psi Upsilon. His patriotic interests find expression through membership in the Sons of the Revolution; Society of Colonial Wars; and the Order of Lafayette. He is also a member of the Union League Club; the Century Association; the University Club; the Tuxedo Club; the Metropolitan Club, D. C.; and the Automobile Club of America. For many years he belonged to the Cosmos Club, D. C.

As the years passed they have brought to Dr. Douglas the hundred-fold harvest of good seed sown in rich, well-cultivated soil, the harvest of a Christian character, strengthened and mellowed by years of

high service. From the treasure house of his spiritual development, his wide knowledge and his long experience he has, with all his responsibilities, found time to place in permanent form much that gives inspiration and practical aid to his fellow-workers. He is the author of: "Trinity Church Catechism"; "Hints to Sunday School Teachers"; "Prayers for Children"; "Sermons Preached at St. John's Church, Washington"; "Advent Sermons, 1917, at the Cathedral of St. John the Divine, published by special request; "Essays in Appreciation"; "The New Practice of Spiritual Healing and the Old Sacrament of Holy Communion"; "Various Reviews and Occasional Essays," published by request. Dr. Douglas is also the author of a patriotic song entitled "God Bless America," which was set to music by Reginald de Koven, and which, without pushing or much advertising, attained a very considerable circulation. During the World War, while Dr. Douglas was motoring with his wife to their Tuxedo home, the verses came to him and he said them unwritten to Mrs. Douglas. The late Reginald de Koven, a cousin of Mrs. Douglas, liked them so well that he set them to music, and the song was published by Flammer. It was distributed by the Union League Club of New York, on Easter evening, April 7, 1917. The song was later sung at the front in France, and the wife of Dr. Holland, the distinguished English physician, who was attending wounded soldiers near London, wrote to Dr. Douglas, telling him that "God Bless America" was being sung in her home and also in the church nearby.

GOD BLESS AMERICA.

By the

Rev. George William Douglas, D. D.

Children of the Happy Land,
Born to think and understand,
One by one and each for all—
Born to harken to the call
Of Faith and Freedom—God today
Bids you gird your loins, and pray
God bless America.

Pray by word and pray by deed,
As our Faith, our Freedom need.
By the grace of Christ our Lord,
Who taught us how to wield the sword.
When wicked men by war's alarms
Compel free men to stand to arms,
God bless America.

Under the sky, across the sea
Millions have fought for you and me.
The guns we forged, the shells we sent,
By their brave men for us were spent.
Now we fight with them; none shall say
We would not suffer as well as they.
God bless America.

Across the sea, under the sky,
Hamlets and homes—such as you and I
Love for love's sake—the Hun today
Tramples and burns and sweeps away;
The ruthless Hun, whose submarine
On our own shores may soon be seen,
Our dear America.

Oh, the dreadful wastes of No Man's Land!
Farms bear no fruit, no homesteads stand;
And none but God's good Angels know
Where the murdered bodies were laid low.
But their souls are saved; they did not die
Where the bodies stark and lonely lie,
Far from America.

So for Home, Sweet Home, we fight today,
For the homes of the whole wide world we pray;
And gladly we suffer, gladly die,
For Faith and Freedom under the sky.
So earth shall be one Happy Land,
Where men in peace can toil, and stand
Side by side, and each for all,
And love allows not a single thrall.
God bless America.

Dr. George William Douglas married, September 3, 1884, Cornelia de Koven Dickey, daughter of Judge Hugh Thompson and Frances Russell (de Koven) Dickey, of New York and also Newport, Rhode Island. Dr. and Mrs. Douglas have no children. They reside at Tuxedo Park, New York, and in winter their residence was for many years at No. 5 East Eighty-eighth Street, but now is an apartment at No. 903 Park Avenue, New York City.

TILGHMAN, Sidell,

Banker.

To the world of finance, with which he has been actively associated from the beginning of his business career, Sidell Tilghman has continuously contributed indubitable proofs of his abilities successfully to share in the solution of the banker's recurrent problems, and to aid and direct the course of financial projects to prosperous channels. As a member of the board of governors of the New York Stock Exchange, Mr. Tilghman participated with prudent yet progressive counsel in the control of the affairs of one of the foremost of long-established financial institutions. He is a scion of a family many representatives of which have performed the duties of leading public office throughout the generations, his lineage from the first-comer of the paternal name being as follows:

(I) Dr. Richard Tilghman, who was born in 1626, and died in 1676, descendant of John of Gaunt, came from England in 1659; and and he obtained from the first Lord Baltimore a grant of four hundred acres of land in Maryland, and built "Tilghman's Hermitage" on Chesapeake Bay. He married Mary Foxley.

(II) Richard Tilghman, son of Dr. Richard and Mary (Foxley) Tilghman, was born in 1672, and died in 1738; he held the offices of Assemblyman, councillor, and chancellor. He married Anna Maria Lloyd.

(III) James Tilghman, son of Richard and Anna Maria (Lloyd) Tilghman, was born in 1716, and died in 1793; he was a member of the Provincial Council of Pennsylvania in 1767. He married Anne Francis, daughter of Tench Francis, who died in 1758, and he was attorney-general of Pennsylvania from 1744 to 1752, and married, in 1724, Elizabeth Turbutt.

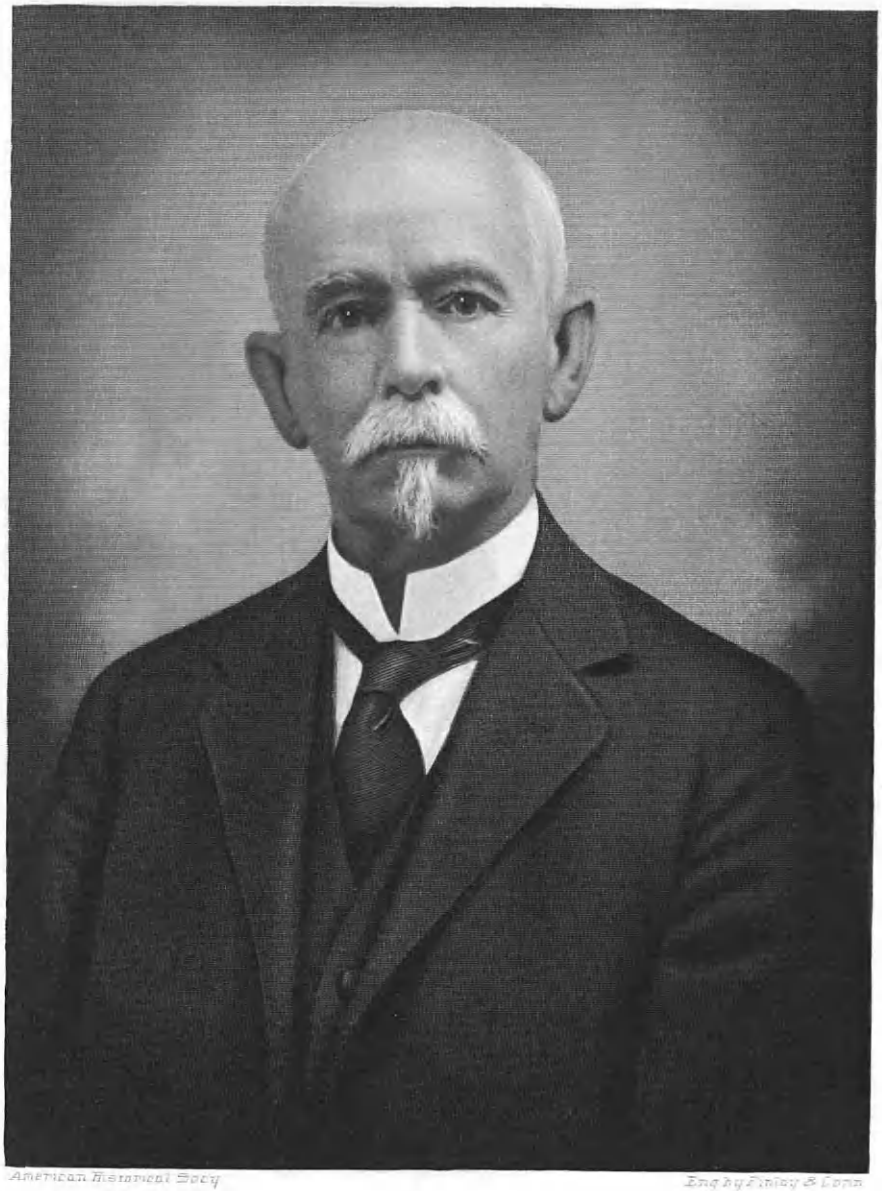
(IV) Henrietta Maria Tilghman, daughter of James and Anne (Francis) Tilghman, married, in 1785, her cousin, Judge Lloyd Tilghman.

(V) James Tilghman, son of Judge Lloyd and Henrietta Maria (Tilghman) Tilghman, was born in 1793, and died in 1868; he married Ann Caroline Shoemaker, who was born in 1797, and died in 1872.

(VI) Lloyd Tilghman, son of James and Ann Caroline (Shoemaker) Tilghman, was born in 1816, and died in 1863. A graduate of the United States Military Academy in 1836, he first served as a captain in the Mexican War, and was then engaged in his profession as a civil engineer at Paducah, Kentucky. Offering his services to the Southern cause in the Civil War, he was a brigadier-general in the Confederate (Southern) Army, and was killed at the battle of Champion's Hill, Mississippi, May 16, 1863; he married, in 1843, Augusta Murray Boyd, who was born in 1819, and died in 1898. (See Boyd II.) Their children: 1, Frederick Boyd, born in 1847, married Edith B. Miller. 2. Sidell, of whom further.

(VII) Sidell Tilghman, son of Lloyd and Augusta Murray (Boyd) Tilghman, was born July 4, 1849, in Philadelphia, Pennsylvania, and he attended the schools of Clarksville, Tennessee, after which he entered upon his career in Wall Street, then later as a banker. He was a member of the board of governors of the New York Stock Exchange for nearly twenty years, during which time he was chairman of several committees. His clubs are: The Manhattan and the Morris County Golf, at Morristown, New Jersey; he is also a member of the Sons of Revolution and Baronial Order of Runnymede.

Mr. Tilghman married, November 16, 1915, Leonie F. Callmeyer, who was born March 24, 1878, in Madison, New Jersey.



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Sidell Tilghman

daughter of Gustave Callmeyer. Their children, all born in Madison: 1. Leonie Augusta, born January 31, 1917. 2. Maud, born October 11, 1918. 3. Sidell, Jr., born December 1, 1920.

(The Boyd Line).

(I) James Boyd, who was born in 1732, and died in 1798, came from Scotland, in 1756; he married, in 1757, Susannah Coffin, daughter of Colonel Joseph Coffin, of Newburyport, Massachusetts.

(II) Joseph Coffin Boyd, son of James and Susannah (Coffin) Boyd, was born in 1760, and died in 1823. He married Isabella Southgate, and they were the parents of Augusta Murray Boyd, who married Lloyd Tilghman. (See Tilghman VI.)

McPHAIL, Donald Thomas,

Physician.

Doctors in the business world are more or less of a rarity, yet New York City boasts of one who knows a great deal about commercial affairs as well as the profession in which he has attained a gratifying success; he is Donald Thomas McPhail, whose specialty is the treatment of diseases of the eye, ear, nose and throat. Dr. McPhail attends to a large practice and at the same time holds offices in various concerns in the United States, Canada and Mexico, a lumber concern in Westchester County, near his home, and other similar interests.

Donald Thomas McPhail was born December 6, 1871, in Nova Scotia, the son of James McPhail (merchant and landowner, died 1922) and Ellen Elizabeth (Rice) McPhail. His father was, for more than fifty years, stipendiary magistrate for his county, and was more than ninety-two years of age when he died. His mother was descended from the Rice family of Concord, New Hampshire, and her great-grandfather, Brier Rice, was given the first grant by George III in Nova Scotia, and it was called Brier Island after him, and was long held by the family.

Dr. McPhail received his preliminary schooling in Sydney Academy, Sydney, Nova Scotia, and at Dalhousie College at Halifax, after which he entered the University of Pennsylvania Medical School, and graduated in 1896. He added to this training with post-graduate work at London in eye diseases, and also devoted himself to post-graduate work in Vienna and Berlin. For approximately a decade Dr. McPhail practiced in the vicinity of Philadelphia, where he was connected with the various hospitals and delivered a series of valuable lectures. Then he came to New York City and opened offices in the Sydenham Building on Madison Avenue, the first medical office building in that borough. By this time he had begun to specialize on diseases of the eye, ear, nose and throat. He remained in this location eighteen years, until the structure was torn down, then he removed to the Professional Office Building at No. 121 East Sixtieth Street. For a long time he was visiting physician to the Manhattan Eye and Ear Hospital and the New York Eye and Ear Infirmary, and for fifteen years was attending surgeon at the Northeastern Dispensary, in charge of eye, ear, nose and throat diseases. In 1917, on the entry of the United States into the World War, Dr. McPhail was commissioned a captain in the Medical Corps of the Army, and continued in active service until the end of the conflict. He served overseas; eighteen months in the Aviation Unit was the extent of his entire duty, in which he was eye surgeon at the base hospital, Hazelhurst Field, Mineola, Long Island, New York; Kelly Field, San Antonio,

Texas; and Camp Dix, New Jersey; and visiting physician abroad. Soon before his discharge he was recommended for promotion to major; the date of his discharge was December 12, 1918. He thus has a record for patriotic service of which he is justly proud.

Dr. McPhail has developed extensive business interests, which may be listed as follows: Director of the Sydenham Corporation; president of the Canadian Mining and Development Company, Limited; secretary and treasurer of the Mexican Copper Company; director of the Croton Valley Lumber Company, of Croton Falls, Westchester County; trustee of the Maple Leaf Society, Incorporated; director of Professional Offices, Incorporated. He is a member of the Metropolitan Museum of Art and the Museum of Natural History; Croton Lodge of Masons, Brewster, New York; Crusader Commandery, Knights Templar; and Mecca Temple, Ancient Arabic Order Nobles of the Mystic Shrine. Among his clubs are the University of Pennsylvania, the British Schools and University, of New York City; the Royal Yacht, Nova Scotia; the Waccabuc Country, and the Westchester County Country, and the Ancestors'. He attends the Presbyterian or the Episcopal Church, the latter being the choice of his family. He is also a member of the American Congress of International Medicine, and a Fellow of the American Medical Association and the American College of Physicians and Surgeons; and of the New York State and New York County Medical societies. In politics he is Independent. For several years he served as health officer of the town of North Salem, New York; when he gave up this office it went to this brother, Dr. Garfield McPhail, of Katonah, New York.

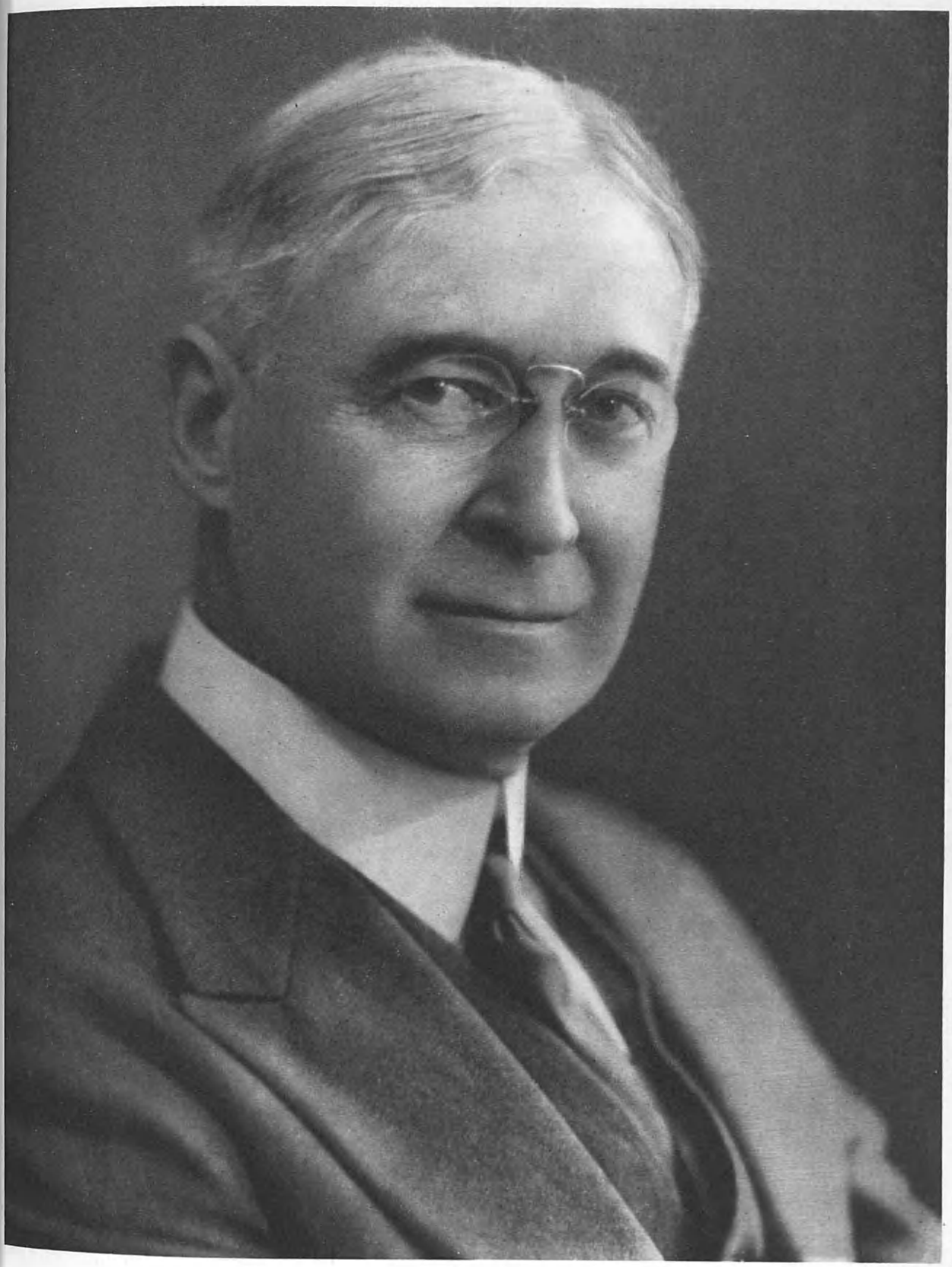
Dr. McPhail owns a farm on Cape Breton Island, where he breeds silver foxes. He has written papers and lectured on the subject of "The Early History of Breeding of Silver Foxes," and his deep study and experiment in the raising of these animals, so valuable for their beautiful fur, has brought him into recognition as an expert and authority. There has been much promotion and speculation in this field in recent years, but it is to breeders of the type of Dr. McPhail that the industry owes its early stability and prosperity.

Donald Thomas McPhail was married, at New York City, in 1901, to Mary Purdy Vail, daughter of Edward Brundage Vail (wholesale grocer, deceased), and they have a daughter, Carolyn McPhail. Their city residence is at No. 440 Riverside Drive, and during the summer they live at Purdy's, Westchester County, New York.

BARUCH, Bernard Mannes,

Financier, Economist.

The World War in a perspective of nearly a decade makes it possible to strike a partial appraisal on the remarkable works at home and abroad of Bernard Mannes Baruch, who in his multifarious duties was one of Woodrow Wilson's main economic advisers in that epochal encounter. The New York financier and economist is now retired; having fought with America's material resources through a devastating war to a glorious consummation, he has withdrawn into that benevolent sanctuary of contemplation from which he looks upon suffering humanity with the eyes of a philanthropist and says: "It must never happen again!" His resolution is steeled with practical measures for which he has asked the early consideration of Congress to the end that peace shall be attained by



B. M. Baruch

taking the profit out of war. Mr. Baruch is very hopeful of success in his quest after peace but emulating his days with Mr. Wilson at Washington, he has gone after spreading the facts by establishing a series of lectures at Johns Hopkins University, to show as accurately as can be by practical experts that war can and should be conducted without profit to any class. In this work he is now only following his own inclinations but executing a commission conferred upon him by his chieftain of those dark days when the German hordes threatened to overrun Europe and were only turned back upon their own frontiers by the timely arrival of the Yanks. It is fortunate for his undertaking that President Coolidge has strongly championed the principle of conscripting every material resource as well as man-power in time of war, that the American Legion has drafted a comprehensive bill which meets with the approval of Secretary of War Davis, and that a heavy majority of press opinion favors such a move. Yet Mr. Baruch would go further; his plan provides that the leading states of Europe and Asia should pass similar measures, and in this feature he has the cordial support of Fidac, the international association of World War veterans. This is one of the big things that has sprung out of a war that cost 10,000,000 lives, maimed as many more, and dissipated billions of treasure, while encompassing certain definite beneficial results whose value will be more apparent as time wears on. Another is the tremendous step forward made by American inventive genius, which has become the wonder of the world.

The World War convinced thinking people that while other countries might be superior to the United States in age and culture, Yankee ingenuity, taken by and large, surpassed everything, and might well be substituted in many directions for antiquated methods if the world were to move forward. English perspicacity received a rude awakening, and German science and efficiency suffered by comparison. The Italian conscience was quickened and the impetus was translated into a movement to rebuild cities and keep up with the procession. France, in financial straits, reacted by clinging to her ancient forms and retaining her military machine. Japan, restive, sent commissions to the United States to find out how such a young country, still in the melting pot stage, could transfer the financial dynamo from London, Paris and Berlin to New York. Certain British colonies, breaking away from the ancient hegemony of the empire, began to follow American methods. Russia stewed under Bolshevist experiments and in splendid isolation fed largely upon her own fat. Appeals to nationality and local pride fell on deaf ears as producers in the United States offered something better than was to be obtained at home. When Ford cars are used in Russia, China and Spain in preference to European makes, it means they represent a superior value; and the same may be said of Edison inventions and the devices of other pathfinders in industry which have found their way into factories and homes throughout the universe.

The extension of prosperity to thousands in the United States who never enjoyed it before the World War has caused tremendously increased buying power, and quantity production of peace-time products and consequent lowering of costs and prices has presented an economic situation which is one of the biggest factors of American life, and conse-

quently challenges the attention of the world. The result of all economic activities, in sum, is that the United States has transformed a trade debit into a heavy credit, has redeemed most of her securities which were in foreign hands, and out of her surplus has invested liberally abroad.

Being an economist and man of broad experience of these effects and their causes, Mr. Baruch probably has a more comprehensive grasp of this situation than any official in the country, and for the benefits flowing from it he deserves a lion's share of the credit. He sums up cryptically in a sentence:

"From the World War was born the super-power of mass production, a simplification given the world, now to be enjoyed forever."

In his association with the industrial leaders of the United States during the war Mr. Baruch deserves a unique place in history for bringing about a status so satisfactory to his country, for it was his energy and vision as head of the War Industries Board and allied organizations which contributed so largely to the result. If this much were universally appreciated and acknowledged, it would indeed be sufficient honor for any man from his fellow citizens, yet in the case of Mr. Baruch, much more can be said without completing the story; he is of such a nature that he views the scene with the vision of a philosopher, fully sensible of Europe's sacrifices and sufferings, and anxious to salve those irritations which are the potential causes of future trouble. He is just as zealous for a proper administration of this economic power in the direction of peace as he was anxious that it should be thrown into the scales to insure Allied victory. As a practical idealist he sees in this expansion of American industry and participation in world affairs a wonderful future, for he anticipates that the industrialist conqueror, possessed as he is of large heart and broad vision, will not abuse the privilege of strategic position, but from his clearing house will meet neighbor needs along with his own. His philosophy is that America has no desire to enter upon foreign conquest, and that without her consent it would be difficult if not impossible to start a war of size or consequence. He holds that the world has suffered sufficiently through its recent outpouring of blood and treasure, and will be inclined to husband its resources. Thus the clerk behind the counter and the farmer behind the plow may feel that the Yankee ingenuity here adverted to represents a reasonable preparedness at the constant disposal of humanitarians of the character of Mr. Baruch.

The frog in Æsop's fable who tried to describe the size of a horse which had just stepped on his nest was wanting in superlatives, and in like manner the biographer of Mr. Baruch gropes for a suitable yardstick to measure the genial, handsome gentleman who during the World War concentrated so many vital forces upon the anvil of Vulcan and is now assiduously engaged in beating out plowshares and releasing doves of peace. The method of approach may well be a statement here of his origin, and then some elaboration on his monumental works.

Bernard Mannes Baruch was born August 19, 1870, at Camden, South Carolina, the son of Simon and Belle (Wolfe) Baruch. His father was a widely-known physician and writer on medical subjects, and as a surgeon in charge of the Confederate wounded at the battle of Gettysburg and elsewhere rendered valuable service to the Southern cause. On his mother's side he is descended from the

earliest settlers of America. His preliminary education was received in private schools at Camden, but in 1881 his father removed to New York on account of the greater medical and educational opportunities offered by the metropolis. Here Bernard continued his education, first in the public schools and later in the College of the City of New York, from which institution he was graduated in 1889 with the degree of Bachelor of Arts. Soon thereafter he entered the employ of the brokerage concern of A. A. Housman & Company, and in this connection he received his first business training but he spent so much time delving into railroad and industrial manuals that his employer freely predicted his failure as a trader. The friendly employer had occasion to devour these words later, for Mr. Baruch exhibited such business ability that in 1896 he was made a member of the firm. In this year also he made his first big deal, which was suggestive of some of the great combinations of a similar nature which have followed. He negotiated the purchase of the Liggett & Myers Tobacco Company for the Union Tobacco Company, a rival of the American Tobacco Company, with which the former later was consolidated. Other large deals followed quickly—transactions which won for him the confidence and esteem of such financiers as Whitney, Ryan, Widener, Brady and others. He was associated with the Rockefellers and the Guggenheims in organizing various industrial and mining concerns. His early ventures were regarded by certain of his associates as pure gambles, but most of them turned out successfully. He usually knew the facts and the truth, and he allowed others to proceed upon opinion and guesswork.

In 1916 the sun of Mr. Baruch's opportunity rose resplendent. His business integrity and ability and his broad views on public questions had brought him to the attention of President Wilson, and he was appointed a member of the Advisory Commission of the Council of National Defense, a body created by Congress to study plans for organizing the industrial and economic resources of the Nation as a measure of preparedness. This Advisory Commission, under the terms of the act creating it, was "composed of not more than seven persons, each one of whom shall have special knowledge of some industry, public utility or development of some natural resource, or be otherwise specially qualified." Mr. Baruch's long acquaintance with industrial concerns had brought him into contact with the men directing the factories and had enabled him to familiarize himself with the details of conditions, and he was accordingly made commissioner of raw materials, minerals and metals. In December, 1916, prior to the entry of the United States into the war, he began an investigation into what essential materials the United States would lack in the event of war, and by the time war actually came, four months later, he had assembled, through the Bureau of Mines, a vast fund of information relating to supplies of all kinds. In a few weeks he sold his membership in the New York Stock Exchange, turned his back altogether on private business, went to Washington, and from that moment forward devoted all of his time, energies and resources to his country's cause. He established throughout the raw materials field, committees on coöperation composed of men of the highest standing in the various industries, "to facilitate the study of the sources of supply production, its increase, probable demand and possible substitution." These committees performed vital and indispensable pioneer

service in assembling trade information, organizing sources of supply and bringing producers into touch with the proper departments of the Government.

It was through the committee on copper that Mr. Baruch secured an agreement with representatives of the industry that they would sell for munition purposes 45,000,000 pounds of copper at 16⅔ cents a pound, or about half the market price. The psychological effect of this deal on the other producers of essential materials was reflected in similar arrangements made with many of them, resulting in the saving of many millions of dollars to the Government. On August 27, 1917, Mr. Baruch, Judge Robert S. Lovett, and Robert S. Brookings were designated as members of the Allied Purchasing Commission, which later became a part of the War Industries Board, and which had charge of purchases for the Allied Governments in the United States; none of the foreign Governments could buy anything without the permission of this body, and billions of dollars in purchases passed through the hands of the commission.

However, the organization with which the name of Mr. Baruch will always be associated most prominently and the one which he vitalized and converted into a most powerful weapon for winning the war was the War Industries Board. This was created July 28, 1917, with Frank A. Scott, of Cleveland, Ohio, as chairman, and Lieutenant-Colonel Palmer E. Pierce, Rear-Admiral Frank F. Fletcher, Mr. Baruch, Hugh Frayne, Robert S. Brookings and Judge Robert S. Lovett and was intended to act as a clearing house for the Government's war industry needs. In the course of time the board largely took over the work which had been performed by the Advisory Commission of the Council of National Defense and by the cooperative committees representing the industries of the country, which were forced to suspend operations owing to an act of Congress forbidding the members of any firm or corporation holding war contracts from acting on any of the Governmental bodies. Many members of these committees severed their business connections and were taken into the board's organization along with other leaders who had not been on the committees. At first, however, the board's duties were merely advisory. It could not give orders that anyone was obliged to heed. There was much inefficiency and confusion of counsel in the procurement of the supplies necessary to maintain the American forces in France in battle trim. In October, 1917, Chairman Scott resigned, and was succeeded by Daniel Willard, president of the Baltimore & Ohio Railroad, who removed to Washington. Two months later severe criticism of the administration began to be heard here and there on account of the alleged lack of coördination in the conduct of the various war agencies, and a demand was made for a "war cabinet" with autocratic powers. President Wilson's answer was to establish the War Industries Board on a footing whereby it was given freedom to prosecute the war vigorously. Mr. Willard having resigned January 11, 1918, Mr. Baruch was made chairman. The board was created a separate and independent arm of the executive authority, and given plenary powers. This step virtually made Mr. Baruch industrial dictator of the United States, and largely placed upon his shoulders the task of mobilizing the Nation's industrial resources and converting them from a peace status to a war status. His policy concerning this tremendous undertaking was summed

up in a short statement made when he laid his hand to the wheel: "There is now only one business for Americans—WAR."

Specifically, the board was charged by the President with the duty of procuring an adequate flow of materials for the two great war-making branches of the Government—the War Department and the Navy Department—and for the two agencies immediately affiliated with them—the Emergency Fleet Corporation and the Railroad Administration. It also had to provide the supplies necessary for the military uses of the Allied Nations and the commodities needed by neutrals in exchange for materials essential to the United States. Finally, it was the duty of the board not only to stimulate and expand production in the industries making war essentials, but to protect, as far as might be, those industries whose operations were not immediately essential to the general war program. Such was the tremendous responsibility laid upon the all-embracing War Industries Board. The duty was discharged with conspicuous ability and success by Mr. Baruch and his associates, to such an extent that the remark was often heard on the firing line in France that if anybody had fallen down in this important work, the result might have meant disaster to Pershing's men. Under Mr. Baruch's direction, the whole weight and power of America were thrown into the scales against the Imperial German Government, and it was highly significant that Field Marshal von Hindenburg, President of the German Republic, said of this mammoth mobilization:

> Her (America's) brilliant, if pitiless, war industry had entered the service of patriotism and had not failed it. Under the compulsion of military necessity a ruthless autocracy was at work, and rightly, even in this land at the portals of which the Statue of Liberty flashes its blinding light across the seas. They understood war.

Indeed, the War Industries Board achieved a triumph as distinct and striking in the industrial field as that which crowned the efforts of the American Expeditionary Forces. It succeeded in controlling, directing and harmoniously employing the entire economic strength of the country to a degree not attained by any other country during the conflict. Under its direction, billions of dollars were expended in procuring supplies for the United States and the Allies, and through its coördinated system of purchasing, untold millions were saved to the Government. It functioned through the following main divisions: Requirements, priorities, price-fixing, raw materials, finished products, facilities, labor and conservation. These were divided into various sections whose duty it was to handle different commodities or phases of services, as the case might happen to be. Many of them had as members the representatives of other war agencies concerned in the subject with which the division dealt. The requirements division was the agency which correlated and classified the various demands for supplies from our Government and the Allies, and was charged with making the production necessary to meet these demands. The function of the priorities division was to determine whenever necessary the priorities of production and delivery, and the proportions of any given article or commodity which were to be made accessible to the various demands for it. The price-fixing division, composed of the representatives of all the various purchasing departments, was charged with the duty of recommending to the President what prices the Government should pay for its supplies, and, whenever those purchases threatened to disturb economic conditions, the prices which the public should pay. The labor division had

charge of all questions affecting labor in respect to the essentials of war. The conservation division had charge of the conservation of resources and facilities by means of scientific, commercial and industrial economies.

The operations of the board as a whole affected practically every phase of the Nation's life. It recommended to the President fixed prices for a large number of commodities, including the following: Aluminum, cement, copper, cotton fabrics, cotton linters, hides, hemp, leather, lumber, platinum, rags, sand, gravel and crushed stone, steel, wool and zinc. It allocated the entire output of the following products: Chlorine, copper, cotton, duck goods, cotton linters, felts, hides, skins, manganese, chrome, optical glass, nitrate of soda, platinum, steel, pig iron, sulphur, tuluol, turbines, wood chemicals and wool. In some instances the board commandeered whole industries for the use of the Government. Through its conservation division it regulated the style and color of various articles of wearing apparel, and reduced the number of types of such articles as farm implements, paints and varnishes, rubber tires, stoves, furnaces, refrigerators, davenports, metal beds, buggies, and spring wagons. It evolved new methods in the packing and shipment of merchandise to save transportation space and cost, and it carried on an effective campaign for the elimination of unnecessary delivery service. The board regulated construction of new buildings, the issuance of stocks and bonds by industrial corporations, and the use of shipping space. It dictated what industries should have materials, fuel, credit and transportation, and to what extent. In a word, it simplified and standardized manufacturing methods to the end of saving labor, materials and cost. Through its constant contact with the Nation's industries it stimulated the production of the necessaries of life, as well as the essentials of war, and kept as far as practicable the flow of finished goods steady and in growing volume. Through its supreme power of control over American facilities, materials and products, it induced the Allied and neutral nations to share with the United States whatever they had or controlled that was needed for America's war effort.

In effect, the board brought about a pooling of the economic resources, not only of the United States, but of all the principal Nations associated against Germany, to the end that these resources might be fully employed to encompass the defeat of Germany. Through its dominating policy of voluntary coöperation instead of arbitrary dictation, it stimulated to a very large degree the impulses of patriotism which pervaded the country in those stirring days and keyed it up to the efforts and the sacrifices which made final victory possible. It is no exaggeration to state that in this great work Mr. Baruch wielded the commanding influence. His method of organization was simplicity itself; he merely reached out and commandeered for the service of the board, absolutely without personal or partisan consideration, the master minds of the country's industries. Many of these men went to Washington as volunteers and served under Mr. Baruch at great personal sacrifice and in subordinate positions in order that America's war program might go through as quickly as possible. Mr. Baruch paid little or no attention to precedent; he declined to let his mind be lost in the mazes of organization charts, or his purposes thwarted by governmental red tape, but guided by facts alone, he proceeded always by the short-

est possible route to his goal. With unflagging zeal and tireless devotion he organized the industrial energies of the nation in such a manner that it met the supreme tests and trials of war with a success that amazed the world.

President Wilson paid Mr. Baruch and his associates on the board the following deserved compliment on their conduct of the organization's affairs:

> The patriotism, the unselfishness, the thoroughgoing devotion and distinguished capacity that marked their toilsome labors, day after day, month after month, have made them fit mates and comrades of the men in the trenches and on the sea.

Again, in a letter read at a reunion of the members of the War Industries Board, held in Washington December 10, 1920, Mr. Wilson wrote: "I wish I could be present at the reunion of the War Industries Board tonight. Under your leadership the board did such fine and indispensable work during the conflict that I would like to render my meed of praise and gratitude. Please convey my heartiest greetings and say how much I personally as an American feel indebted to them." In addition, President Wilson conferrred upon Mr. Baruch the Distinguished Service Medal, with the following citation:

> Bernard M. Baruch (D. S. M.) for exceptionally meritorious and distinguished services in the organization and administration of the War Industries Board and in the coördination of Allied purchases in the United States. By establishing a broad and comprehensive policy for the supervision and control of the raw materials, manufacturing facilities, and distribution of the products of industry, he stimulated the production of war supplies, coördinated the needs of the military service and civilian population, and contributed alike to the completeness and speed of the mobilization and equipment of the military forces and the continuity of their supply.
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> (This medal is awarded by the direction of the President of the United States.)

On the day following the reunion, the former members of the board met and organized the War Industries Association in order to perpetuate the friendships which sprang up among them during the war. After the signing of the Armistice the War Industries Board disbanded, but Mr. Baruch's services had so commended themselves to the President that he offered him the post of Secretary of the Treasury to succeed William G. McAdoo, resigned; but Mr. Baruch declined the place. Mr. Wilson then asked him to go to the Peace Conference at Paris, where it was felt that his knowledge of economic conditions would prove valuable in forming the peace treaty. Mr. Baruch accepted this post, and early in January, 1919, proceeded to France. In the organization of the Peace Conference he was made the sole American member of the Economic Drafting Committee, a representative of the Commission on Reparations, on the Economic Commission, and the Supreme Economic Council. It was in the drafting of the economic sections of the treaty that Mr. Baruch was chiefly engaged, and these sections have probably been the freest of criticism of any included therein. His ability in this work was recognized by all the authorities at Paris. He contended that alien property taken over by the United States should remain under the control of Congress, and that the proceeds should not be pooled for Allied account, an instance in which the soundness of his judgment was vindicated by subsequent events. In consideration of the matter of reparations, Mr. Baruch also exhibited a profound understanding of economic principles. He contended that the Reparations Commission should fix at once the amount which Germany should be required to pay, instead of permitting pro-

longed discussion of the question and giving rise to a state of uncertainty which must postpone for many months the beginning of Germany's financial and economic restoration. Germany, he felt, could pay the bill more quickly and her internal commerce be the sooner reconstructed if she could know immediately what the bill was to be. But the Allies would consent to no arrangement for the immediate announcement of the amount of the indemnity, preferring first to have thorough studies made of the damages they had suffered.

In 1920 there was published a book by Mr. Baruch on "The Making of the Reparation and Economic Sections of the Treaty," a work which met with instant and widespread favor and which constitutes an interesting and valuable contribution to the economic side of the war. In the autumn of 1919 he served as a member of the public group of the National Industrial Conference which was summoned by President Wilson in an effort to evolve some method of bringing about closer relations between capital and labor, and here, too, Mr. Baruch's experience and wise counsels were employed to great advantage in the deliberations.

Mr. Baruch no longer figures in the field of speculative finance, having retired from it in 1912 to devote his energies to the development and reorganization of industrial and railroad properties. From these pursuits he also retired permanently to devote himself as a practical economist to the study of economic questions—national and international. Always deeply interested in public affairs, following his war service, Mr. Baruch has given more and more attention to them. Sensing the fundamental importance of a prosperous agriculture to the stability of American economic and political life, in 1920 he accepted an invitation from the Kansas State Board of Agriculture to meet with a number of representative farmers of that State to discuss the financial and commercial side of farming in its larger aspects. He was asked to formulate his views on the defects in agricultural merchandising and financing, and to suggest remedies. This he did subsequently in a report to the board which received wide publicity and has been the source of much of the general discussion of ways and means of improving the economic position of agriculture. Invited to become an adviser on organization and rural credit to the American Farm Bureau Federation in an informal capacity, he has since been almost continuously consulted in regard to public and private measures calculated to bring about the needed remedies, and has contributed many articles to magazines and newspapers on the problems of agriculture. His work as a publicist in his field is generally credited with being the chief factor in arousing and concentrating the attention of the financial world on the necessity of taking a sympathetic view of the farmer's business troubles and of initiating measures to relieve them. In general, Mr. Baruch assumes the position that the business of farming is out of alignment with other commercial activities because it has not followed them into the modern field of "Big Business." Conducting their business along the old individualistic lines, the farmers have met organization in their business contacts with helpless isolation. Broadly speaking, his remedy is organization in various forms, from coöperative marketing to large scale financing that will enable farmers to draw on the credit reservoirs of the Nation commensurately with the vastness of their massed business and the peculiar

conditions of their "turnover." In this attitude Mr. Baruch expresses a high altruism which is comparable to his deep desire for peace through brotherly understanding throughout the world.

Mr. Baruch has taken an active interest in educational affairs; he was a trustee of the College of the City of New York, and has been the benefactor in a financial way of many church and educational institutions. He founded the Camden Hospital in his native town of Camden, South Carolina, and has liberally supported numerous other concerns, notably the International Institute of Politics at Williams College, Williamstown, Massachusetts, where the learned men of all nations gather to discuss weighty matters. Williams and the University of South Carolina have bestowed upon him the honorary degree of Doctor of Laws. For his war work he received the Distinguished Service Medal, and in this connection France made him a Commander of the Legion of Honor, Belgium a Commander of the Order of Leopold, and Italy a Commander of the Order of the Commander of Sts. Maurizio and Lazzaro. He is a member of the honorary scholarship society of Phi Beta Kappa given for war work. His views on economic and war subjects have been so sound that he has been invited to write numerous articles, and he is the author of "War Debts," "Raw Materials," and "The Mobilization of Industry," in the current issue of the "Encyclopedia Britannica." It is worthy of note in passing that while Mr. Baruch has been recorded such remarkable accomplishments, he has carried along with him on occasion some brilliant young man in his purview. A good example is Clarence Dillon, who has made such a record in finance as the head of Dillon, Read & Company, New York investment bankers; in 1917, when Mr. Dillon was comparatively unknown, Mr. Baruch summoned him to Washington and made him a member of the War Industries Board, and this early judgment of the man has been amply justified, not only in his work for the Government but in his private capacity since. Mr. Baruch's heart beats warm for his native Dixie, and he accepted the chairmanship of a New York committee charged with the duty of selling part of a Treasury Department issue of fifty-cent pieces for the Stone Mountain Monumental Association to complete the heroic statues of Confederate generals on the face of the great monolith near Atlanta. Mr. Baruch has aided the Stone Mountain project out of consideration of his father's service to the South in the Civil War and his own origin in the land of Dixie. Gutzon Borglum, the original sculptor, interested him, and it is worthy of mention that Arthur C. Morgan, one of Borglum's pupils in sculpture, did a handsome bust of Mr. Baruch. From his position of eminence in the financial world he has also stopped long enough to project a great improvement in the condition of his native State; he has donated a liberal sum to drain certain rice fields near Charleston, with the idea that the reclaimed land, like the Everglades in Florida, would become more profitable planted in other things. Mr. Baruch has taken what may be termed middle ground on the European debt question. He gave out an interview in 1925 from which the following quotation is taken:

> I am deeply interested in the question of Allied debts from the standpoint of fairness to ourselves. We have gone through the phase of the situation wherein financiers, both here and abroad, have said that the loans should be cancelled because it would ruin our country to receive the money, and through the phase in which attention is drawn to the alleged inability of the Allies to pay.
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> But the fact that the Allied and American ex-

perts felt that Germany, deprived of her colonies, Alsace-Lorraine and Upper Silesia, could pay a yearly sum which in thirty-seven years would amount to a capital sum of more than $10,000,000,000, makes it very difficult to understand why any one of the Allies can not pay what it owes.

I am of the opinion that once a settlement is reached, payment will not be so difficult as is feared. The world has greatly increased its wealth since the war.

But we must face the question not alone in what is just but in what is honorable, not so much in what was actually borrowed as in how much of it was spent in the common cause; not so much in what is due this generation in money but in what is due future generations in international prestige and good will, and in the feeling of having done our full share.

Although President Coolidge spoke before the American Legion convention at Omaha in 1925 in favor of conscripting every resource as well as men in war, and again at Kansas City on Armistice Day, November 11, 1926, Mr. Baruch is given credit for the first definite and positive suggestion for this reform. He made recommendations to Congress in 1921 upon leaving the work of the War Industries Board, calling for the universal service of money and materials with man power, in accordance with his ideas of justice and right based upon experience. In July, 1925, he revived this movement by offering to provide a series of lectures to the Walter Hines Page School of International Relations of Johns Hopkins University at Baltimore, of which Owen D. Young, one of the moving spirits in the Dawes Reparations plan, is chairman of the board of trustees. The fund for the lectures is to be used to determine the causes of war, with special attention to the "culprit profiteering." Said Mr. Young of the gift:

If profit is eliminated from war everywhere, and if the mobilization of things and dollars is carried along on the same basis with the mobilization of men in all countries verging on war, there will be less likelihood of joining battle.

General Pershing said:

The knowledge on the part of the fighting man that there would be no war profiteering, but that the entire nation was organized in other respects, would be of inestimable value to the morale of the armies.

Said President Harding in his inaugural address:

There is something inherently wrong, something out of accord with the ideals of representative democracy, when one portion of our citizenship turns its activity to private gain and defensive war while another is fighting, sacrificing or dying for national preservation.

Mr. Baruch has been joined by the "Christian Science Monitor," of Boston, and other agencies which are trying to find a cure for this plague, and he entered a symposium which was conducted by the "Atlantic Monthly" early in 1926. The following is taken from Mr. Baruch's "Taking the Profit Out of War" which appeared in the "Atlantic Monthly" for January, 1926:

If we were to start, in the event of another war, at the place where we were industrially when the World War ended, the President, acting through an agency similar to the War Industries Board, would have the right to fix prices of all things as of a date previous to the declaration of war when there was a fair peace-time relationship among the various activities of the nation. It would be illegal to buy, sell, or serve or rent at any other than these prices. Brakes would be applied to every agency of inflation before the hurtful process started. An intelligent control of the flow of men, money and materials would be imposed, instead of having the blind panic heretofore ensuing on the first appearance of the frantic demands of war. The Draft Board would have before it the rulings of the Priority Committee, together with the estimated needs of very business and profession in its relationship to the conduct of the war, and men would be selected accordingly. The Draft Board could more intelligently decide, with the advice of the Priority Committee, many of the problems with which it would be faced.

There would be no sending of men to the trenches who were needed for expert industrial war work and then bringing them back again. Businesses not

necessary to the winning of the war would be curtailed. The Draft Board would have that information before it.

The prices of all things being fixed, the Price Fixing Committee would make any necessary adjustments, as was done during the war. Under the system used in 1918, these prices were made public and adjusted every three months, so that any consumer or producer had his day in court when he considered prices unfair. Those who complained that during the war prices were too high had this ready recourse to hand.

In the meantime, all the industries of the country would have been mobilized by the formation of committees representative of each industry, as was done in the World War. Over them would be placed a government director or commodity chief. The various government departments would appoint committees representing their requirements, so that on one committee the resources of the nation would be represented and on the other the demands of the government. The government director would stand between to decide, in conjunction with the Priority Committee, to what department supplies should go.

Money would be controlled and directed like any other resources. "Taking the profit out of war" is not synonymous with 'conscription of wealth,' as it is sometimes regarded. The latter is a theoretical project, prohibited by our Constitution, contrary to the spirit of our social and political institutions, and impossible in practice. Taking the profit out of war is an orderly and scientific development of the economies and conduct of modern war, necessary to the effective mobilization of national resources and indispensable to equalizing the burdens of war among the armed and civilian population. Born of experience and proved by practice, it removes some of the most destructive concomitants of modern war—the confusion and waste incident to war-time inflation.

This term "conscription of wealth," used by so many, has created a hope among those of socialistic tendencies, and a fear among those, who, like me, believe in our system based upon personal initiative and reward, of a taking of money, without payment, for the use of the State. Neither the hope nor the fear is justified by the recommendation herein contained or by our experience in the war. The use of money should be controlled and directed in a national emergency. A man should no more be permitted to use his money as he wishes than he should be permitted to use the production of his mine, mill or factory except through the general supervising agency. This was being done toward the end of the war.

During the final phase of the World War no man or corporation or institution could raise money without the approval of the Capital Issues Committee of the Treasury Department, which committee in turn would not permit the borrowing of money unless the War Industries Board approved the use to which it was being put. Thus the City of New York was not permitted to spend $8,000,000 for the building of schools. The City of Philadelphia was prevented from making improvements that in peace time would have been necessary but in war time were not. Various States, counties and cities, and a vast number of private concerns were denied the use of money and materials for purposes not necessary for the winning of the war. Each part of the community had to adjust its wants to the whole great undertaking.

If, in addition to this, the President in the future has the authority to fix prices and distribution of materials and labor, rent, and the use of manpower, transportation, fuel, and all the things necessary for the conduct of the war, any rise in prices will be prevented, even in anticipation of war.

There are many who claim that war is caused primarily by the desire of profit. I am not one of those; but if there is anything in this contention, this plan will remove the possibility of anybody urging war as a means of making profits. Even if there are no men who desire war as a means of making profit, the fact that profits would be less in war than in peace, and wealth and resources would be directed by the Government, might have some active deterrent on men of great resources. Instead of being passive, they might become active advocates of peace.

There are many men who are afraid that the adoption of this plan by Congress would give an impetus to socialism or communism or sovietism or whatever they may call it, because, they say, "if you show it can be done in war time, there will be a demand that it be done in peace time." It can not be done in peace time. There can be no undertaking without a strong moving cause. In peace time the moving cause is personal initiative and payment for services performed. The substitute for that in war time is the common danger.

I am satisfied that it is impossible for the government to do in peace time what I am advocating, although it becomes absolutely necessary in order to conduct a modern war successfully and to conduct it on a non-profiteering basis.

The application of this plan, besides making the nation a coherent unit in time of war, would impress upon every class in society a sense of its own responsibility in such event. If it were known that this universal responsibility would be enforced, no class—social, financial or industrial—could fail to understand that in case of war it would have to bear its fair share of the burdens involved, and would have to make sacrifices of profit, convenience, and personal liberty correlatively with those made by the soldiers in the field. To this extent the plan would act as a positive deterrent to any hasty recourse to force in an international controversy.

One thing that has definitely come from the war is the necessity of arranging affairs so that a portion of the population shall not be sent to the front to bear all the physical hardships and their consequences while others are left behind to profit by their absence. If applied at the outbreak, the War Industries Board (as it was functioning at the close of the World War) would prevent this, and lessen, if not remove, the social and economic evils that come as the aftermath of war.

In a discussion of Mr. Baruch's peace plan the "Literary Digest" of July 25, 1925, presented the following views:

"There has been much talk and many a gesture about war profiteering," notes the Boston "Globe," "but it has remained for Mr. Baruch to spend actual cash that the truth may be known."

"In the last war," asserts the Troy "Record," "profiteering was rampant, and millions of dollars were being made by stay-at-homes while our soldiers were sacrificing time, money, opportunity, and life itself, to fight their country's battles."

"An honest study of the causes of wars will reveal that in most cases they have no higher inspiration than profit—for a few," maintains the New York "Evening World." "In war after war, if you scrape off the veneer of pretense, you will find the dollar mark."

To the Richmond "Times-Dispatch," "it is not too much to say that the World War might never have been fought had it not been for the propaganda emanating from munitions makers and other prospective profiteers."

"Even if greed for war orders never actually brings about a conflict, war orders may be potent in prolonging hostilities already started," is the interesting point made by the New York "Sun." "Besides," observes this paper, "knowledge or even suspicion that the stay-at-homes are making excessive profits tends very strongly to undermine the morale of the men at the front."

"Political bodies, veterans' associations, and organized labor have all endorsed the suggestion that our next war-time draft 'should cover material resources as well as man-power,'" says the New York "World." "There is no valid reason," in the opinion of the Raleigh "News and Observer," why wealth should not be conscripted, if men are. In this country men are not considered of less importance than property."

The Baruch gift to the Page School seems to the Memphis "Commercial Appeal" to be a "practical approach toward the settlement of a problem that has distressed this world of ours since the beginning of history." "Mr. Baruch knows," explains the New York "American," that "it is as idle to lament the existence of war as it would be to lament the existence of an epidemic of typhoid fever and not try to discover the cause and stamp it out." "Even the profiteers of the last war, having made their pile, should find it easy to hope for a happy consummation of Mr. Baruch's plan," is the caustic comment of the Wichita "Eagle."

On the other hand, the Utica "Press" believes that most of the statements that the principal cause for war is the desire for gain have been loosely made, and that "there is no absolute conviction as to the truth of these statements." The Columbus "Dispatch," in fact, has never seen "any evidence of a nation's having been plunged into war through the machinations of business men who hoped to make unusual profits while the war was in progress." "The cry of war profiteering is grossly exaggerated," maintains the Chicago "Journal of Commerce." "It is only ministering to mistaken propaganda," declares the Philadelphia "Bulletin," "to trace wars to the plots of profiteers. On the contrary, industry and finance are the great supporters of peace. Dragged into the service of war, they obey, but the wages for their hire do not begin to measure up to the aggregate of the losses they sustain."

In his Omaha address before the American Legion in 1925, President Coolidge said in part on the subject of summoning all resources to the defense of the country in time of war:

Undoubtedly one of the most important provisions in the preparation for national defense is a proper and sound selective service act. Such a law ought to give authority for a very broad mobiliza-

tion of all the resources of the country, both persons and materials. I can see some difficulties in the application of the principle, for it is the payment of a higher price that stimulates an increased production, but whenever it can be done without economic dislocation, such limits ought to be established in time of war as would prevent so far as possible all kinds of profiteering.

There is little defense which can be made of a system which puts some men in the ranks on very small pay and leaves others undisturbed to reap very large profits. Even the income tax, which recaptured for the benefit of the national treasury alone about seventy-five per cent of such profits, while local governments took part of the remainder is not a complete answer.

The laying of taxes is, of course, in itself a conscription of whatever is necessary of the wealth of the country for national defense, but taxation does not meet the full requirements of the situation. In the advent of war, power should be lodged somewhere for the stabilization of prices as far as that might be possible in justice to the country and its defenders.

In 1924 the War Department, under the incumbency of the late Secretary John W. Weeks, drew a bill for a much more drastic conscription of man power than during the World War, without making any provision for the inclusion of money and materials, but this bill was not pushed before Congress. The accession of Secretary of War Davis finds the department sponsoring the American Legion legislation, which, with most of the others, is pending. In February, 1925, more than six years after the end of the World War, Senator William H. King, of Utah, introduced a resolution in the Senate to outlaw private profits and put all physical and personal resources on the same footing. "The American Legion Weekly" for August 7, 1925, commented thus on the Baruch plan:

The fight on the future war profiteer has received telling reinforcement and the cause of peace has been conspicuously served by Bernard M. Baruch, of New York, who has volunteered to finance an exhaustive research into ways and means for mobilizing money and materials as well as manpower to fight in the event the country is called upon to defend itself again.

This splendid undertaking aims at a goal for which The American Legion has been striving for years. In fact, it is not too much to say that up to now a large share of the practical achievement to the end of curbing wartime profiteering and equalizing the burdens and responsibilities of a national conflict has been engineered by the Legion, with the invaluable coöperation of the War Department and of members of Congress.

The first thing the Legion did was to demonstrate the need for such a law. Three years ago "The American Legion Weekly" conducted a thorough-going investigation of profiteering during the last war. The task was difficult. Strong efforts were exerted to keep The Weekly from possession of the facts, and after the facts were obtained, efforts were made to keep them from being published except in very modified form. Contrary to some things which have been said by otherwise responsible persons, the facts presented by The Weekly were true. Otherwise, threats of prosecution for libel which were directed against The Weekly and its agents in this endeavor more than likely would have been carried out.

In its series of articles, "Who Got the Money" and "The Profiteer Hunt," The Weekly revealed an astounding state of affairs. It can be summed up in the words of a special agent of the Department of Justice after an investigation of certain aircraft contracts reported to his superiors: "The Government has been boldly and openly robbed. If the war had been carried on expressly for their (the contractors') benefit, their profit could scarcely have been greater." The Weekly pointed out specifically where the Government had been overcharged by millions and millions of dollars. It named firms and individuals. On evidence first made public in this magazine, several million dollars has been recovered to the United States treasury.

The Weekly published these articles, first, in the hope that the Department of Justice could be stimulated to some positive action to recover moneys which had been wrongfully paid to rapacious contractors, and second, to point out the need of fundamental changes in our defensive system which would make profiteering less likely in the event of a future emergency. In the first instance success has not been noteworthy, despite the commendable attitude of certain public officials, and despite the recovery of sums which are large in themselves but which form a small proportion of what should have been recovered. Possession is nine points of

the law, and the Government was too late getting started after the gougers.

But let that pass. The second point is more important. On this head there has been some heartening accomplishment, and Mr. Baruch's magnanimous gift gives impetus to the work. For three years a detail of general staff officers have been busy with studies. They have called to their assistance some of the ablest economists of the country in their search for a formula to prosecute a war in which no one class of citizens would profit at the expense of the other classes, as heretofore. Representatives of the American Legion have participated in these deliberations, the gist of which has been incorporated in two pieces of legislation which The Legion has placed before Congress. One is a resolution calling for the appointment of an expert non-partisan commission to make further studies of the problem and definite legislative recommendations. This is precisely the work envisioned by Mr. Baruch. The other item of legislation is the so-called universal draft bill, which would give the President power to mobilize labor, capital and materials as well as man-power for war, as well as to control prices. . . .

When Woodrow Wilson was in public life he laid great store by optimism, concerning which he once gave vent to a slang expression. During the World War he needed certain qualities in men; he found Dr. Cary T. Grayson valuable as a skilled medical man, a courteous, diplomatic Southern gentleman, and a sympathetic friend; he summoned Newton D. Baker to the war portfolio because he was more or less impervious to criticism as well as an able executive; and he required Mr. Baruch's good nature and abiding optimism as a supplement to his great industrial, financial and organizing experience. Mr. Baruch's success lay largely in his faculty of getting along with subordinates who on occasion were in disagreement with him, and in gracefully enforcing his opinions with a majority and of maintaining them when he stood with the minority. On the side of his optimism over a plan that many people consider more Utopian than practical, Clinton W. Gilbert, newspaper correspondent, commented in 1925 from Washington as follows:

You have to be an optimist to think the profit may be taken out of war. A government strong enough and wise enough may stop profiteering in war, though none has ever yet done so. But that is only a small part of the great economic shift that takes place in war. For example, in the last war the wealth of the world shifted from Europe to the United States. From a debtor nation we became a great creditor nation. That is only in a large way what happens everywhere in a great war, between classes in society and between individuals in society. The forces let loose are too powerful for anyone to say "When this is all over we shall go back to just where we started."

David Lawrence, Washington correspondent, who was closely associated with Mr. Wilson during his two terms in office, has raised the point that it would be unconstitutional as well as otherwise impossible to pass in peace time such legislation as has been proposed by the American Legion, Senator King, Mr. Baruch and others, and indeed Congress has been slow to act, although it has passed certain kindred legislation as part of the War Department's preparedness program.

So much for the professional side of Bernard M. Baruch. On his personal side William H. Crawford has drawn an illuminating picture in the "Indianapolis News":

"I don't like him. Here, take this money and give it to him for his wife and children," said Bernard M. Baruch, as he handed me a fat roll of yellow backs. This strange statement deserves explanation. There is a man in New York who once held a high position. Liquor, however, got the better of him, and he is now down and out. In his heydey he offended Mr. Baruch. A few days before Christmas I received a pitiful letter from him saying he had no money to buy food for the next day. I stuck the letter in my pocket, as it bore his address, intending to call on him after I had kept an appointment with Mr. Baruch. At its close Mr. Baruch said:

"What are you going to do this afternoon, Crawford?"

"I am going to see John Smith (Of course that is not his name). He is in hard luck."

Mr. Baruch's eyes flashed fire and his voice was harshly cold as he replied, "I don't like that man; he did me a grave injustice some years ago." With that I pulled the letter from my pocket and showed it to him. His voice lost its harshness as he replied, "It is a dickens of a time to be broke." Then he impulsively drew from his pocket a roll of bills, handed it to me, saying as he did so: "I don't like him; here, give this to him for his wife and children, but do not tell him where it came from. Even he would not take it, if he knew its source."

This action is so typical of Bernard M. Baruch that I have chosen it to begin my story concerning him. He is a natural born fighter, but he is too good a sport to hit a man when he is down.

Senator Voorhees was known as "the tall sycamore of the Wabash." Let's call Bernard M. Baruch "the tall palmetto of South Carolina," for he is head and shoulders above his fellow citizens. I am no pigmy, but have to give my neck an extra twist to gaze into the eyes of the former "wizard of Wall Street." In addition to physical stature he has several other qualities which make him tower above his contemporaries. The one I admire most in him is loyalty. At the beginning of Woodrow Wilson's political career, he was surrounded by a number of enthusiastic and able lieutenants, men who were recognized as speaking with authority concerning Mr. Wilson's candidacy and later his administration. These men deserted him one by one. Mr. Baruch's loyalty was of sterner stuff.

While Mr. Wilson continued in office, Mr. Baruch remained his confidential adviser. After Mr. Wilson retired to private life, Mr. Baruch visited him in his affliction and cheered him in his declining days. Since Mr. Wilson's death, Mr. Baruch has devoted his life to furthering the ideals which his leader advocated. Loyalty unto death and beyond makes a great appeal to the hearts of the American people.

Mr. Baruch's career may be divided into four distinct parts: A youth in a small town; a business career leading to wealth; the war period; in which he became distinguished by his patriotic and able services; and the post-war period, in which he is attempting to bring Mr. Wilson's visions to fruition.

In order to give a true picture of the man, I must touch lightly on his background. He was born in Camden, South Carolina, a town of less than 1,000 white inhabitants. His father, Dr. Simon Baruch, came to America in 1856, with Carl Schurz, settled in the South and married a highly-cultured young woman whose family had been in the United States many generations. Dr. Baruch became a distinguished surgeon in the Confederate Army. The Civil War ruined him, as it did most Southerners. Ready cash was not obtainable. Mr. Baruch has laughingly told me, "Father's patients paid him in cords of wood, barrels of sweet potatoes, corn, chickens, and eggs. One of them settled his account with a large English mastiff, which about ate his head off, but father never complained, because we boys loved him. In order to eke out the family funds, my mother taught school and ran a little dairy."

"Did you help any?" I asked.

There was an unusual twinkle in his cold gray eyes as he replied, "Certainly, I was a first-class cotton picker, and used to help mother with the dairy. Father never let us boys loaf."

In order to give the boys a better education, the Baruchs pulled stakes and came to New York, where specie was the medium of exchange. Bernard intended to become a doctor as his dad, but fate willed otherwise, fate in this case being directed by Dr. Fowler, the phrenologist. Mrs. Baruch, having heard of the doctor's wonderful success in planning the future of his clients, took her young hopeful to him. Dr. Fowler was quite insistent that it would spoil a glorious career to make a physician of a boy so well fitted for finance.

This determined for the mother to give to the young man an opportunity to succeed in this vocation. She bided her time until after he graduated from the College of the City of New York. A few days later Daniel Guggenheim offered him a splendid position in Mexico as representative of his copper interests, but Mrs. Baruch insisted that her son enter Wall Street. He started at the bottom as messenger boy at four dollars a week. It did not take Housman & Company long to learn they had found a jewel. He became a member of the firm at twenty-three and at twenty-six was regarded a millionaire. Midas-like, everything he touched turned to gold. When fortune first smiled on him, his first act was to retire his father and provide abundantly for the future of his parents.

Some time ago I asked him the source of his phenomenal luck, to which he replied, "There is no such thing as luck. Operating in Wall Street is like any other business; you must know values

before you can succeed. I never dealt in any stock without first mastering the full details of the company, the cost of production, the amount of competition, its ability to meet its past and present earnings, and above all, the ability and integrity of its management, thus establishing its real value regardless of market price. If it was below this estimate, I bought; if above, I sold. It was not chance."

The next turn in fortune's wheel came when he was invited to attend a meeting at which Governor Wilson spoke. The Governor's keen, inclusive logic captivated Mr. Baruch. Introductions followed and a friendship started that ended only with Mr. Wilson's death. Mr. Baruch took active interest in Wilson's campaign for the Presidency, and was his faithful ally. When the World War came, the President offered to Mr. Baruch the chairmanship of the War Industries Board. I saw much of Mr. Baruch during this period and learned to admire his keen, farsighted judgment, organizing ability and untiring energy. His task probably was the greatest undertaking of any man in the war. . . . Mr. Baruch handled the affairs of the board with so much success that a later Congress, bent on picking flaws in the Wilson administration, was unable to find a single point of attack. Billions of dollars passed through his hands and those of his associates, yet after a most searching scrutiny, a hostile Congress could find nothing against him or any of his associates. Prior to the acceptance of the chairmanship, Mr. Baruch disposed of all interests whose value might in any way be influenced by his official decisions. The supervision of this tremendous undertaking was carried on without cost to the Government, for even the dollar-a-year check which he received never was cashed.

After Mr. Wilson had sailed for France to attend the Peace Conference, he wirelessed for two men to join him. They were Bernard M. Baruch and Vance McCormick. In Paris Mr. Baruch became chairman of raw materials of the Supreme Economic Council, member of the Economic Drafting Committee, economic adviser of the Peace Commission, and member of the Reparation and Economic committees. As a member of the Economic Commission, he held out for the sacredness of private ownership, asserting that property belonging to German citizens should be returned to them after the war. He is continuing his fight for the restoration of German private property. He also maintained that the reparations demanded from Germany were more than it could pay. The report of the Dawes Commission in regard to reparations is in substantial agreement with the amount proposed by Mr. Baruch.

It will be news to Mr. Baruch to learn that President Wilson, not long before his death, told me that he was more indebted for valuable assistance to Mr. Baruch than to any other associate in the World War, including the Peace Conference.

After the retirement of Mr. Wilson, Mr. Baruch entered the fourth phase of his career—making Wilson's visions come true. He is attempting to spread more knowledge of foreign affairs and supporting whatever measures point to a better understanding of one nation with another. He believes that world peace is coming. Every step since Mr. Wilson's enunciation of his fourteen points has pointed in this direction.

The relations between Mr. Wilson and Mr. Baruch were most ideal. Recently I asked him, "Mr. Baruch, you were very close to Mr. Wilson, were you not?"

"That is not for me to say. I respected, admired and loved him, and I believe I had his confidence," he replied. . . .

The reason why Mr. Wilson put so much confidence in Mr. Baruch's judgment was because Mr. Baruch added frankness to his loyalty. He was willing at all times to tell the President exactly what he believed on any subject, but he realized that Mr. Wilson was the commander-in-chief, and therefore willingly followed him in his final decisions. Their relationship was on terms of intimacy, and contrary to the usual opinion of Mr. Wilson's familiarity, Mr. Wilson was not the cold-blooded mental machine his enemies have tried to make people believe. He enjoyed humor as much as anyone, and liked nothing better than to poke sly fun at his friends. As a result of Mr. Baruch's early training, he is a great believer in facts, and one of his favorite sayings is, "Here are the facts in the case." One day Mr. Wilson said, "Well, Dr. Facts, what have you to say about it?" After this occasion, whenever a problem would arise, Mr .Wilson would say, "Dr. Facts, will you get the facts in this case?"

Mr. Baruch has been highly honored for his excellent work, . . . he has been elected to membership in many societies interested in world betterment, but I believe the honor which he prizes most highly is the doctor's degree conferred upon him by the University of South Carolina, his native State. He left the State a poor boy, returning thirty years later to accept this evidence of his State's approval.

Eng. by E.G. Williams & Bro. N.Y.

A C Rogers

The American Historical Society

Mr. Baruch married, at New York City, October 20, 1897, Annie Griffen, daughter of Benjamin Griffen, of New York, and they have three children: 1. Belle. 2. Renee. 3. Bernard Mannes Baruch, Jr. The Baruchs are the center of a delightful home life; the head of the household, young in years and spirit alike, rich in experiences that are vouchsafed to few mortals, stands as an interpreter on the threshold of the world's most wonderful age, in which he may be spared to see his own quantity production ideas accepted everywhere, and most of his chieftain's Fourteen Points incorporated as an integral part of the *Magna Charta* of humanity.

ROGERS, Dr. Albert Clark,

Physician, Surgeon.

Roger-Rogers Arms—Argent, a chevron between three bucks trippant sable.

Crest—A buck as in the arms.

Motto—*Ad astra per ardua.*

Rogers is a personal name unknown in England before the Conquest. Many persons called Rogers and Rogerus occur as tenants in Domesday. The name Roger, Rogers, Rogerson, Rodger and Rodgers, were exceedingly numerous in the thirteenth century all over the country, giving us the nicknames Hodge and Dodge, and through them Hodgson, Hodgkins, Hodgkinson, etc. Roger vied with Robert, John and William for popularity for several centuries. The ancestry of James Rogers, of New London, dates to:

(I) Sir Tancred de Hautville, born about 970, died about 1058; married (first) Morrella, (second) Fredistana. He was a nobleman of Hautville, Mar Cauntances, Normandy.

(II) Sir Roger de Hautville, youngest son of Sir Tancred de Hautville and Fredistana, was born in 1030, and died June 22, 1101. He was a great commander, and because of his bravery, military genius and energetic exertions, was first made Count and then Grand Count Roger I of Sicily. He received from Pope Urban II title of "Legate Apostolical." He married Adelasia, niece of Boniface, Lord of Savona.

(III) Roger II, youngest son of Roger I and Adelasia, was born in 1093, and died February 26, 1154; he was Grand Count of Sicily, King of Sicily and Italy.

(IV) ———, son of Roger II.

(V) Tancred, grandson of Roger II, died in 1192; he was King of both Sicilys.

(VI) ———, a son of Tancred.

(VII) ———, a grandson of Tancred.

(VIII) Aaron Fitz Roger, great-grandson of Tancred King of Sicilys, was a merchant in Rome.

(IX) Aaron (2) Fitz Roger, son of Aaron Fitz Roger, was also a merchant in Rome, and was greatly persecuted by the Roman Church. He fled with his family to London, where he reëstablished his business and brought with him the coat-of-arms and traditions of his Royal ancestors.

(X) Aaron (3) Fitz Roger, oldest son of Aaron (2) Fitz Roger, was born in Italy, and died in England.

(XI) John Ritz Roger, Gentleman, born about 1335; married, about 1385, Elizabeth de Furneaux, only daughter and heiress of Sir Symon and Alice (de Umfraville) de Furneaux.

(XII) Sir John Fitz Roger, only child of John, Gentleman, and Elizabeth (de Furneaux) Fitz Roger, was born in 1385, and died October 4, 1441; he was one of the wealthiest men of his section, and received knighthood through recognition of military services performed.

(XIII) Thomas Rogers, Gentleman, second son of Sir John Fitz Roger, was

born at Ashington, Somerset, in 1408, and died at "Benham Valeva," in 1471.

(XIV) Thomas (2) Rogers, only son of Thomas Rogers, Gentleman, was born in 1435, and died in 1489; he was sergeant-at-law; in 1478 created "Serviens ad Legun," and amassed a considerable fortune. He made his own coat-of-arms instead of using those of ancestors. He married, in 1483, Catherine de Courtenay, daughter of Sir Philip de Courtenay, Knight of Powderham Castle, and Elizabeth (Hungerford) de Courtenay.

(XV) John Rogers, of "Deritend," youngest son of Thomas and Catherine (de Courtenay) Rogers, was born in 1485, and died about 1530. He married, in 1505, Margaret Wyatt, daughter of Sir Henry Wyatt, of Abington Castle. He used his father's arms.

(XVI) Rev. John Rogers, martyr of Anglican Reformation, eldest son and heir of John Rogers, of "Deritend," was born in 1507, and died February 4, 1554. He was vicar of St. Sepulchre; published the entire Bible in the English language, the first complete edition of the Old and New Testament. After accession of Queen Mary on July 16, 1553, he delivered a sermon at St. Paul's Cross, wherein he exhorts people to adhere to doctrine taught during the reign of King Edward, and to resist all forms and dogmas of Catholicism and to beware of all Popery, idolatry and superstition. For this he was sentenced to be burned at the stake as an ex-communicated heretic; pardon was offered him if he would renounce Protestantism, but with scorn he refused. He married Adriana Pratt, niece of Jacob Von Meteren, of Antwerp, "who was more richly endowed with virtue and soberness of life than with worldly treasures." (Fox.)

(XVII) Bernard Rogers, fifth child of Rev John and Adriana (Pratt) Rogers, was born in 1543 at Wittenberg, Saxony. He married, in Scotland, about 1564.

(XVIII) Thomas Matthew Rogers, eldest son of Bernard Rogers, was born about 1564. He married, about 1586, ——— McMurds.

(The Family in America).

(I) Thomas Rogers, eldest son of Thomas Matthew and ——— (McMurds) Rogers, was born in 1586, and died in February, 1621. He came to America with his oldest son, Joseph, in the "Mayflower," the other children being too young to make the trip, but came later at different times, and, as Governor Bradford said, married and had many children. Thomas Rogers married, about 1606, Grace (surname unknown), and they were the parents of the following children: 1. Joseph, born in 1607. 2. Thomas, born in 1609. 3. John, born in 1611. 4. William, born in 1613. 5. James, of whom further.

(II) James Rogers, youngest son of Thomas and Grace Rogers, was born in 1615, and died in New London, February 16, 1687. He came to America in 1635 in the good ship "Increase," and in 1637 was one of the men from Saybrook who, under Captain John Underhill, took part in the Pequot War. He moved to Stratford, Connecticut, then to Milford, Connecticut, where he acquired considerable property and became a baker on a very large scale, supplying all of New England, New York, Virginia and Barbadoes with biscuits. His friend, Governor Winthrop, induced him to settle in New London, and he took the place next to the Governor's. He soon became by far the largest landholder and richest man in the colony and carried on the most extensive domestic and foreign trade of any man in New London County. He and his sons were more esteemed and liked by the Indians

than any other men in the colonies. Uncas, chief of the Mohegans, was the blood brother of Samuel Rogers, son of James. James Rogers was deputy to the Court of Elections, 1661, 1662, representative to the General Court seven times between 1662 and 1673; corn commissioner for New London in 1662; and a member of the Committee of Fortifications for New London. He married Elizabeth Rowland, daughter of Samuel Rowland, at Stratford, Connecticut; she died about 1709 (see Rowland II). Their children were: 1. Samuel, born about 1640; married (first) Mary Stanton, (second) Joanna Williams. 2. Joseph, born May 14, 1646; married Sarah (surname unknown). 3. John, born December 1, 1648; married (first) Elizabeth Griswold, (second) Mary Ransford, (third) Sarah Cole. He was the founder of the Rogerene Church in America. 4. Bathsheba, born December 30, 1650; married (first) Richard Smith, (second) Samuel Fox. 5. James, born February 15, 1652; married Mary Jordan 6. Jonathan, of whom further. 7. Elizabeth, born April 15, 1658; she married Samuel Beebe.

(III) Jonathan (1) Rogers, son of James and Elizabeth (Rowland) Rogers, was born January 7, 1656, and died in 1697. He was also a Rogerene, or Seventh Day Baptist, and owned a farm at Great Neck, near New London. He married, March 2, 1678, Naomi Burdick, daughter of Robert and Ruth (Hubbard) Burdick, of Newport (see Burdick II), who married (second), March 11, 1703, John Keeney, son of William and Agnes Keeney. Jonathan and Naomi (Burdick) Rogers were the parents of the following children: 1. Ruth, born in 1678; married William Beebe. 2. Elizabeth, born in 1681; married James Smith. 3. Naomi, married Benjamin Fox. 4. Content, born in 1688; married Jonathan Maxson. 5. Jonathan (2), of whom further. 6. Rachel, born in 1693; married Samuel Fox. 7. Katherine, born in 1694; married William Brookfield.

(IV) Jonathan (2) Rogers, son of Jonathan (1) and Naomi (Burdick) Rogers, was born in 1690, and died in 1777. He was known as Captain Jonathan, but the reason for this title is not known. He lived in Westerly, Rhode Island, for a time. He married, November 24, 1711, Judith Potter, and their children were: 1. Judith, born November 30, 1712; married Thomas Potter. 2. Jonathan, born November 24, 1714; married (first) Hannah Hiscox, (second) Sarah Newbury. 3. Peace, born August 30, 1716. 4. Nathan, of whom further. 5. David, of whom further (see second Roger Line V). 6. Ruth, born October 4, 1722; married Samuel Maxson. 7. Tacy, married Elder John Maxson. 8. Bethia, born April 1, 1725; married Elder John Davis, Jr. 9. Hannah, born December 25, 1727; married Deacon Elisha Stillman. 10. Mary.

(V) Nathan Rogers, son of Jonathan (2) and Judith (Potter) Rogers, was born May 6, 1718, and died, probably in March, 1794. He was an elder in the Sabbatarian Church, and a farmer as well as a minister; he married (first), December 17, 1740, Martha Davis, daughter of Elder John and Elizabeth (Maxson) Davis, of Stonington, Connecticut; (second), September 17, 1757, Hannah Crandall, daughter of John F. and Elizabeth Crandall, of Hopkinton, Rhode Island. Children by first wife: 1. Nathan, born November 1, 1741, died, unmarried, in 1806. 2. Amos, born June 16, 1743; married Anna Dake. 3. Cary, born May 22, 1745; married Martha Rathbone. 4. Elizabeth, born June 3, 1747; married Jonathan Lamphere. 5. Jeremiah, born July 2, 1749; married Ruth Prosser. 6. Martha, born February 9,

1751; married ——— Greenman. Children by second wife: 7. Judith, born September 3, 1758; married Timothy Lester. 8. Jonathan, born November 10, 1760; married (first) Humility Green, (second) Jemima Clark. 9. Phineas, born March 5, 1764; married Rebecca Beebe. 10. Jesse, born January 16, 1767; married Hannah Bliven. 11. Ethan, of whom further. 12. Bethany, born February 26, 1772; married Theodore Bliven.

(VI) Ethan Rogers, son of Nathan and Hannah (Crandall) Rogers, was born December 5, 1768, and died April 25, 1841; he married, December 25, 1794, Sarah (Sally) Truman, daughter of Jonathan and Anna (McKee) Truman, of Southold, Long Island, who was born September 9, 1777, and died October 21, 1860. Ethan and Sarah (Truman) Rogers were the parents of the following children: 1. Ethan, born April 11, 1796; married Fanny Davis. 2. Clark Truman, born June 23, 1798; married (first) Nancy Williams, (second) Mrs. Laura Benjamin. 3. Susanna, born September 3, 1801; married Ephraim Curtis. 4. Jesse, born June 23, 1803; married Rhobey Wilmarth. 5. Sarah Anne, born October 27, 1805; married Hiel Williams. 6. Jonathan, born June 5, 1808; married (first) Jemima Rogers, (second) Rachel A. Mapes. 7. Ezra Harris, born July 17, 1811, died in 1826. 8. Nathan, born August 1, 1812; married Harriet S. Clark. 9. Elizabeth, born August 29, 1813; married Thomas Holmes. 10. Jennet T., of whom further.

(VII) Jennet T. Rogers, youngest daughter of Ethan and Sarah (Sally) (Truman) Rogers, was born November 29, 1817; she married October 19, 1836, Clark Truman Rogers (see second Rogers Line VIII).

(Second Rogers Line).

(For Earlier Generations, See First Rogers Line).

(V) David Rogers, youngest son of Jonathan (2) and Judith (Potter) Rogers (see first Rogers Line IV), was born in New London, Connecticut, March 8, 1719 or 1720, and died in Waterford, Connecticut, in October, 1801; he married (first), January 27, 1743-44, Grace Lester, daughter of Sergeant Daniel, Jr., and Sarah (Brown) Lester. She was born June 2, 1725, and died November 16, 1770; (second), September 12, 1771, Judith (Maxson) Green, daughter of John Maxson, and widow of John M. Green, of Hopkinton, Rhode Island; (third), April 14, 1791, Susanna Truman, daughter of Eleazer and Mary (Clark) Truman, of Southold, Long Island. There were seven sons and three daughters, all by first marriage.

(VI) Lester Rogers, son of David and Grace (Lester) Rogers, was born in Waterford, part of New London, Connecticut, December 11, 1762, and died in Waterford, April 1, 1822. He was "elder" or pastor of the Waterford Seventh Day Baptist Church, at Great Neck, Waterford, twenty years from his ordination, September 24, 1812. He married, January 22, 1795, Mary (Polly) Tuthill, of Southold, Long Island, born March 1, 1772, who died March 12, 1861. They had eight sons and four daughters.

(VII) Benjamin F. Rogers, one of twin sons, the eldest children of Lester and Mary (Polly) (Tuthill) Rogers, was born in Waterford, Connecticut, September 25, 1796, and died in Brooklyn, New York, May 3, 1874. He was a farmer, and afterward a dealer in fish in Boston and in New York City. He married Susan Truman, daughter of Clark Truman, of Long Island, born in New York, May 15, 1798,

and died July 7, 1876. They had six sons and one daughter.

(VIII) Clark Truman Rogers, oldest son of Benjamin F. and Susan (Truman) Rogers, was born in North Stonington, Connecticut, August 18, 1817, and died in Brookfield, New York, November 11, 1891. He resided after his marriage in Pennsylvania, but removed in 1841 to Preston, New York, and in 1891 settled in Brookfield, New York, and was a machinist, farmer and cattle dealer. He married, October 19, 1836, Jennet T. Rogers, daughter of Ethan and Sarah (Sally) (Truman) Rogers, who was born November 29, 1817. (See first Rogers Line VII.) They were the parents of the following children: 1. Selina Emeline, born at Mount Pleasant, Pennsylvania, May 18, 1839. 2. Susan Eveline, born at Preston, New York; she married R. Langworthy. 3. Albert Clark, of whom further.

(IX) Albert Clark Rogers, only son of Clark Truman and Jennet T. (Rogers) Rogers, was born in Preston, New York, January 10, 1850, and died in Los Angeles, California, December 3, 1923. He attended Oxford Academy and University and afterward graduated at the Medical Department of Alfred University in Western New York, then from the University of the City of New York. For ten years he was general medical practitioner and surgeon in Brookfield, New York, and in New York City. He then returned to medical school for post-graduate work, and was house surgeon at the Manhattan Eye and Ear Hospital. He next studied in Europe, at the international clinics in London, Paris, and for a year in Berlin and Vienna. He returned to New York City for a while. In 1887 he removed to Los Angeles, when that place was a little more than a Spanish trading post, and his influence in medical affairs there was continuous, with the increase of the population. Soon he specialized in the treatment of the eye, ear, nose and throat, in which he had so thoroughly informed himself abroad and in New York City hospitals, so that he became a leader and much sought after in those branches by patients throughout various parts of the country. His offices were on Third and Spring streets, in the Bryson Building: After ten years he was joined in a partnership with Dr. T. J. McCoy, and later with Dr. George W. McCoy. He retired, then, from intensive practice. This partnership gained a country-wide reputation in their specialty. For many years Dr. Rogers was physician for the Southern Pacific Railroad; one of the original stockholders and members of the board of directors of the National Bank of Santa Monica, and member of the board of directors of the Long Beach Bank. His religious affiliation was with the Seventh Day Baptist Church in Brookfield, and he fully coöperated with his church in Los Angeles. A Mason much prized by his Lodge, Dr. Rogers' funeral services were followed by an impressive Masonic service in his honor.

Dr. Rogers was thrice married. He married (first), in Brookfield, New York, Elsie Langworth, of that place. His children by his first wife were: Albert L., of Brookfield, and Mrs. Muriel Babcock, of Great Neck, Long Island. He married (second) Anna Bradfield, of Los Angeles, California, who passed away. On August 11, 1913, he married (third) Alice Eudora Miller, of Brookfield, New York.

Dr. Rogers died December 3, 1923, at the family residence, No. 2746 Ninth Street, Los Angeles. The lovely new house at No. 2205 West Twenty-fifth Street, just purchased and remodeled by Dr. Rogers, he did not have an opportunity to enjoy. In his enthusiasm he had overtaxed his strength, caught cold, and

died of resultant intestinal influenza after a three-day illness. The "Sabbath Recorder," his church publication, said of him:

Dr. Rogers was a man of generous heart, and deep, tender sympathies. Smiles and kind words for those about him, with a liberal open hand for worthy people and objects of need, were among his characteristics. Many needy ones enjoyed his bounties who never knew whence they came. Not a few of those who had no means of remunerating him, were saved from blindness by his skill and generosity.

(The Rowland Line).

Arms—Sable, a pile wavy argent.

The family name Rowland originated from the Anglo-Norman Christian name Rouland; the famous Roland (or Orlando), nephew of Charlemagne. He fell at Roncesvalles, and was the subject of many songs of the troubadours of France. Rouland de Flamville is mentioned in the Testa de Neville, thirteenth and fourteenth centuries. Robert Rouland is in the Hundred Rolls of Wiltshire, A. D. 1273, and William Rouland in those of Worcestershire.

(The Family in America).

(I) Samuel Rowland was, according to Savage, one of the earliest settlers at Stratford, Connecticut, about 1639. He gives him a daughter Elizabeth, and thinks Henry, of Fairfield, about 1650, probably his son.

(II) Elizabeth Rowland, daughter of Samuel Rowland, was born probably in England, and died at Milford, Connecticut, about 1709. She married, about 1639, James Rogers, of New London, Connecticut; and Samuel Rowland gave to their oldest son, Samuel, a large estate. (See first Rogers Line II.)

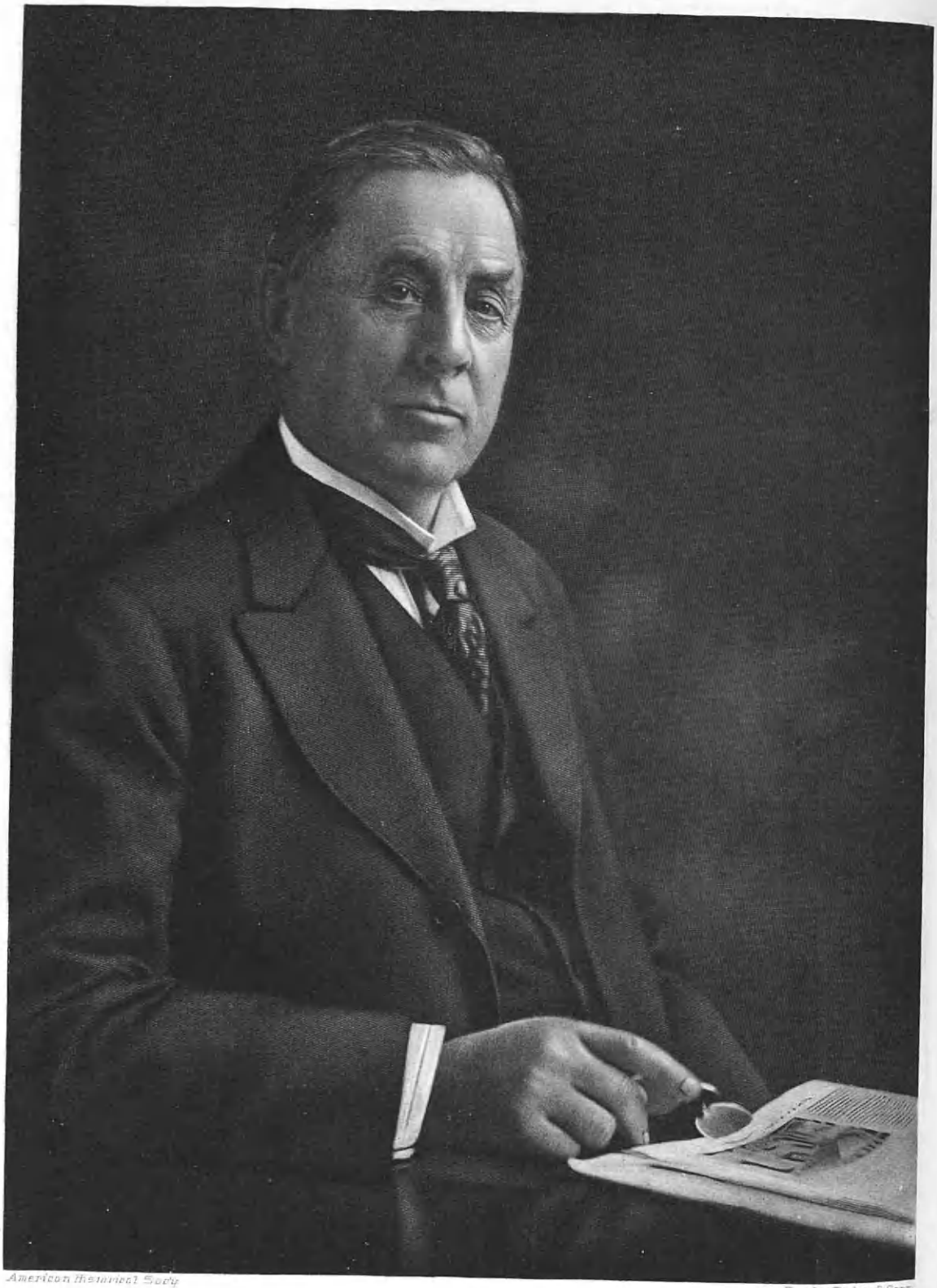
(The Burdett-Burdick Line).

Arms—Azure, two bars argent (or, in some branches).

The family name Burdick is a variation of Burdett, earlier Burdet, a Norman name. Hugh and Robert Burdet are in the Domesday Book, A. D. 1086. It is probably a place name. Le Bourdet is a commune in the department Deux-Levres, Western France. John de Burdet was of the Isle of Guernsey, 1294; and Peter Burdet in County Leicester; earlier, William Burdet is in the Hundred Rolls of County Leicester, A. D. 1273.

(The Family in America).

(I) Robert Burdick was baptized in Newport, Rhode Island, November 19, 1652, and made freeman May 22, 1655, and after the purchase from the Indians of a deed June 29, 1660, by five Newport men, he was one of the first to occupy, about September 1, 1661; but his house was found to be within the limits of Southertown, then under Massachusetts jurisdiction. He retired to Newport, in July, 1675, in King Philip's War, but returned a little later and was deputy from Westerly to the General Assembly in 1680, 1683 and 1685. He died in the latter part of 1692. He married, November 2, 1655, Ruth Hubbard, and they were the parents of the following children, the oldest born in Newport, the rest in Westerly: 1. Robert, who married Dorcas Lewis, daughter of John Lewis. 2. A son, who died in 1683. 3. Hubbard, who died in 1758; married Hannah Maxson, daughter of John and Mary Maxson. 4. Thomas, who died in 1752; married (first) Martha, surname unknown; (second), in 1738, Penelope Rhodes. 5. Naomi, of whom further. 6. Ruth, married, in 1682, John Phillips. 7. Benjamin, married (first) Mary, surname unknown; (second) Widow Jane Shelby. He died in 1741. 8. Samuel, who died in 1756; married Mary, surname unknown, who died in 1752. 9. Tacy, who died in 1747; married Joseph, son of John and Mary (Mosher) Maxson. 10. Deborah, who



American Historical Soc'y

Eng. by Finlay & Conn.

David A. Boody,

married Joseph Crandall, who died in 1737, a son of John Crandall.

(II) Namoi Burdick, daughter of Robert and Ruth (Hubbard) Burdick, married (first), March 2, 1678, Jonathan Rogers (see first Rogers Line III); (second), March 11, 1703, John Keeney.

REFERENCES—(Rogers) First Rogers Line: Crozier's "General Armory." Lower's "Patronymica Britannica." de Beixedou, Jr.'s "Ancestors and Descendants of Dr. David Rogers." Underwood's "Lineage of Rogers Family—England." Rogers' "James Rogers of New London and Descendants." (Second Rogers Line)—Rogers' "James Rogers of New London and Descendants." Drake's "Founders of New England." Caulkins' "History of New London, Connecticut." (Rowland)—Burke's "General Armory." Visitation of Surrey. Bardsley's "Dictionary of English and Welsh Surnames." Savage's "Genealogical Dictionary of Early Settlers." (Burdick)—Burke's "General Armory." Bardsley's "Dictionary of English and Welsh Surnames." Austin's "Genealogical Dictionary of Rhode Island." Austin's "New England Genealogical Register," Vol. I. Arnold's "Vital Records of Rhode Island," Vol. V.

BOODY, David Augustus,

Banker and Broker.

Large-scale financial transactions proving beneficial to a very wide clientele and to the community of which he has long been a member have made the story of David Augustus Boody, banker and broker of New York City, an integral part of national economic history. Forty-five years ago he established the notable firm of Boody, McLellan & Company, of No. 111 Broadway, New York. His qualities of leadership have also played a part in municipal progress in Brooklyn, which Mr. Boody served as mayor, and in national affairs, where he served as Congressman.

The Boody family is of German extraction, the name being spelled originally Budae. It was, however, from France that the first American ancestor came, leaving a French warship in 1695 to settle as a farmer in New Hampshire. There one of his descendants, great-grandfather of David A. Boody, was a Quaker minister. His son, John H. Boody, established the traditions of patriotic service in the family by participating in the Revolutionary War, under Montgomery at Quebec. The son of John H. Boody, David Boody, was a farmer, a pioneer settler in Maine. He married Lucretia Mudgett.

David Augustus Boody, son of David and Lucretia (Mudgett) Boody, was born at Jackson, Maine, August 13, 1837. He was educated in the local schools and at Phillips Academy, in Andover, Massachusetts. While engaged in teaching school, his driving ambition put him through a course of law in the office of Charles B. Brown, of Bangor. After one year of study he entered the law office of Nehemiah Abbott, and at the end of two years was admitted to the Maine bar in 1861, at which time he took up the practice of law in Rockport, and in Portland, Maine.

It was in 1862 that Mr. Boody moved to New York, where he entered the banking business of his uncle, Henry H Boody, as clerk. So capable was he that in two years he was admitted to partnership. Again ambition drove him to further achievements, and in 1865 he opened an office of his own, becoming a member of the New York Stock Exchange. He served over thirty years as a member of the board of governors of the Exchange, and had the honor of being elected by unanimous vote. Phenomenal success came to him and to his firm, Boody, McLellan & Company, now regarded as one of the soundest financial institutions of New York and known throughout the country. He was officially connected with such well-known enterprises as the Sprague National Bank, the

People's Trust Company of Brooklyn, the New York Title and Mortgage Company, one of the largest corporations of its kind in the world, and was president of the Louisiana and Northwestern Railroad for many years. He is also a director of the U. S. Title Guaranty Company, which was absorbed by the New York Title and Mortgage Company.

Meantime, Mr. Boody has participated actively in public affairs. A Democrat, regarded as an able orator and an authority on tariff and financial questions, he soon attained leadership and was in 1891 elected to Congress. He resigned to become mayor of Brooklyn, filling the office until 1894. He was one of the board of trustees for erecting the Young Men's Christian Association building in Brooklyn, was vice-president of the Home For the Blind, and was president of the Berkeley Institute, a girls' school, and is president of the Brooklyn Public Library after many years of service. When he was interested in club life Mr. Boody was a member of the Brooklyn, the Montauk, the Hamilton, the Carlton, the Marine, and the Field clubs of Brooklyn. He is a Presbyterian, and for many years was a trustee of the Memorial Presbyterian Church. At one time he was a member of twelve organizations of which he was president of six. His life has been built on certain firmly fixed convictions, such as the potentialities of the human mind and the necessity of enriching and developing them; and the blessings of health and proper treatment of a strong and able body.

On June 1, 1863, David Augustus Boody married Abbie Treat, daughter of Henry Treat, of Frankfort, Maine, and descendant of Governor Robert Treat, famous colonist of Connecticut. Five children were born of the union, those living being: Alvin, Edgar, and Maud. Mrs. Boody died in March, 1926, after the couple had lived happily together for sixty-three years.

GROSVENOR, Dr. Gilbert Hovey,

Editor.

Few careers have conspired to more abundantly enrich the cultural and intellectual life of the World than that of Gilbert Hovey Grosvenor, editor of the National Geographic Magazine at Washington, District of Columbia, and for this contribution to their spiritual development and material happiness the people of the World owe him a lasting debt of gratitude. Through the influence of his wonderful magazine Dr. Grosvenor has disseminated a mass of information which has been a great boon to millions, and brought the peoples of the Babel-tongued universe not only much closer to the nature of which they are a part but in measurably more intimate touch with each other. It may not strain the metaphor to say that he has conducted an educational League of Nations in which all races who have met on his common platform have put aside their weapons and embraced in friendly concord. His magazine may be likened to a giant ship ceaselessly touring the world, with railroad terminal facilities for transporting passengers inland to view present-day civilization as they see it in street, shop and home, and to glimpse it as it stands revealed in the musty ruins of antiquity. Thus the reader may sit in his library or office and travel where he will, and if he persist long enough he will have journeyed to every out-of-the-way nook and cranny of Christendom. For those who have traveled this service is considerable, for it refreshes their recollections of previous

jaunts and opens up for them new vistas for future employment, and for the man who has never travelled, and perchance never will, it is at once his ship and his messenger. An auxiliary service, which is the life of the structure, is encompassed in the various scientific expeditions sent out by the National Geographic Society from time to time to accomplish certain definite purposes, the illustrated reports of which are made an important part of the subject matter of the magazine, the capable assistant editor of which, by the way, is Ralph A. Graves. The deft literary touch of Dr. Grosvenor, inherited from a father who was exceedingly clever with his pen, permeates the publication and gives it a charm that, taken with the beautiful pictures, makes an intriguing intellectual feast. The huge success of the magazine and the society may be imagined from the statement that in less than twenty-five years under the leadership of Dr. Grosvenor the list of members has increased from 900 to 1,000,000 persons living in every quarter of the globe. The home of the society in the cultural atmosphere of Washington's Sixteenth Street, Northwest, within hail of the White House, is a mecca for the scientific men of the World and an appropriate center for such humanitarian enterprises. It is a depository for some of the most valuable records extant, of rare and beautiful paintings, and the home of six hundred diligent, well-paid workers, many of whom are authorities in particular branches of science. Dr. Grosvenor maintains a country place, "Wild Acres," at Bethesda, Maryland, as well as his city home, and here is a bird paradise unique in ornithology and sylvan retreats. In 1915 there were fifty-nine pairs of land birds nesting on an acre of ground containing his house, and for this record he was awarded certificates by the Audubon Society and the United States Biological Survey. On account of his varied accomplishments Dr. Grosvenor has been signally honored by the learned societies, and he occupies a place in the cosmology of human affairs which may be said to be the snuggest this side of the Elysian Fields. Since he is a comparatively young man, he is full of Wordsworth's "cheerful yesterdays and confident tomorrows."

Dr. Grosvenor was born October 28, 1875, at Constantinople, Turkey, while his father, Dr. Edwin Augustus Grosvenor, was professor of history in Robert College at that place; his mother was Lillian H. (Waters) Grosvenor. The original paternal American ancestor was John Grosvenor, who came to this country about 1662 and settled at Roxbury, Massachusetts, three years later; he was born in 1642, and died in 1691; he owned much land in Roxbury, and on his tombstone in the Eustis Street graveyard is carved the Grosvenor coat-of-arms in relief, with quarterings; his widow founded Pomfret, Connecticut, in 1700; he married Hester (or Esther) Clark, daughter of Hugh Clark, she having been born in 1645, and died in 1737.

From John Grosvenor the line of descent proceeds through Ebenezer Grosvenor, born in 1684, died in 1730; married Anna Marcy, born in 1687, died in 1743. Ebenezer Grosvenor, born in 1713, died in 1793; married Lucy Cheney, born in 1720, died in 1793. The Rev. Asa Grosvenor, born in 1744, died in 1834; a captain in the American Revolutionary Army; married Hannah Hall, born in 1740, died in 1834. Dr. David Augustus Grosvenor, born in 1785, died in 1881; married his cousin, Sally Grosvenor, who

was born in 1783, and died in 1834. Edwin Prescott Grosvenor, physician of Newburyport, Massachusetts, born in 1820, died in 1856; married Harriet Ward Sanborn, born in 1822, died in 1863; a woman of high education, who published many popular books for children. Edwin Augustus Grosvenor, of whom further. Gilbert Hovey Grosvenor, of whom further.

Edwin Augustus Grosvenor was born at Newburyport, Massachusetts, August 30, 1845. He graduated from Amherst College, Amherst, Massachusetts, with the degree of Bachelor of Arts in 1867 and with the degree of Master of Arts in 1871. In 1872 he graduated from Andover Theological Seminary. He married, in 1873, Lillian Hovey Waters and took his bride to Constantinople, where he was professor of history until 1890, and here the children were born, being Asa Waters Grosvenor, of whom further, and the twins, Gilbert H. Grosvenor and Edwin Prescott Grosvenor, of whom further. Edwin Augustus Grosvenor became professor of European history at Amherst College in 1892 and served six years; from 1898 to 1901 he was professor of modern governments and their administration, and since 1901 has been professor of modern government and international law. From 1892 to 1894 he served as professor of history in Smith College for Women at Northampton, Massachusetts. At various times he has traveled in Europe and Asia, and lectured on history and diplomatic subjects. He is a member of the American Antiquarian Society; Parnassus of Athens, Greece; and Philologic Syllogos of Constantinople. At Amherst he was awarded a Phi Beta Kappa key for high scholarship, and from 1901 to 1919 he was a senator of that organization; from 1907 to 1919 was president of the united chapters of Phi Beta Kappa; and in 1919 was elected senator for life. He is also a member of the Psi Upsilon college fraternity. He is the author of three hundred articles on Eastern subjects, contributed in 1900 to the "Universal Cyclopædia," and many articles in magazines and reviews. He is the translator and reviser of "Modern Times," from the French; "Andronike," from the modern Greek; and "General History," from the French. He is the author of "The Hippodrome of Constantinople," 1889; "Constantinople," in two volumes, 1895 and 1900; "The Permanence of the Greek Type," 1897; "Contemporary History," 1899; etc. In 1909 he edited the "Reference History of the World" in Webster's International Dictionary. The clubs in which he holds membership include the Authors', of New York, Boston, and London, and the Cosmos, of Washington, District of Columbia.

Asa Waters Grosvenor, the first son, was born at Constantinople, November 7, 1874. He graduated from Amherst in 1898 with the degree of Bachelor of Science, and in 1899 from Massachusetts Institute of Technology at Boston with the degree of Civil Engineer, became a civil engineer and resides at Fort Wayne, Indiana. In the Waters line we find Richard Waters, who came from England in 1630 to Salem, Massachusetts; married Rejoice Plaise, daughter of William Plaise. Asa Waters, born 1769, died 1841; married Susan Holman, daughter of Colonel Jonathan Holman, who commanded the "Sutton Regiment" in the American Revolution, son of Solomon Holman, a captain in the French and Indian War; her daughter, Susan, was the grandmother of President William H. Taft. Colonel Asa H. Waters, born in 1809, died in 1887; graduate from Yale

in 1829, from the Harvard Law School in 1832; lawyer and manufacturer; married Mary Elizabeth Hovey, born in 1829, died in 1892.

Edwin Prescott Grosvenor, New York lawyer, studied in the preparatory department of Robert College at Constantinople from 1884 to 1890; attended Worcester Academy, at Worcester, Massachusetts, from 1891 to 1893; graduated *magna cum laude* in the Bachelor of Arts course at Amherst in 1897, and took his Master of Arts degree in 1900. He joined the Psi Upsilon fraternity, and his high scholastic standing admitted him to Phi Beta Kappa. In 1904 he was awarded his law degree from Columbia University, New York City, New York. In 1899 and 1900 he was master of the Latin and Greek languages in the Chestnut Hill Academy at Philadelphia, and was admitted to the New York bar in 1903. From 1907 to 1911 he served as junior counsel in the Federal Government's investigation of the Tobacco Trust; in 1910, as special district attorney, he won the only convictions obtained against the notorious Kentucky "night riders." From 1910 to 1912 he was special counsel for the United States in the prosecution of the window glass and enameled ware ("bath tub") trusts; and from 1911 to 1913 he assisted the attorney-general at Washington in the prosecution of other cases coming under the cognizance of the anti-trust laws and the interstate commerce regulations. From 1913 to 1915 he was special counsel for the United States in charge of suits brought under the Sherman anti-trust law against the International Harvester Company (the "harvester trust") and the "motion picture trust," better known as the General Film Company and the Motion Picture Patents Company. In 1925 he successfully defended the Fur Dressers' and Fur Dyers' Association against the Government claim of violation of the anti-trust laws, and for the first time established the principle that members of a trade association may agree to refuse credit to delinquent customers. Since 1914 he has been a member of the law firm of Cadwalader, Wickersham & Taft, in which the leading partners are George W. Wickersham and Henry P. Taft, and in which John L. Cadwalader was a leading spirit until his death in 1925.

Prominent in the Grosvenor family tree in addition to the Waters family mentioned above are the Sanborns, the Bulkeleys, the Prescotts, the Halls, the Batchelders, the Millers and the Winslows. It is upon such a background that the father and his sons have silhouetted such brilliant successes.

Gilbert H. Grosvenor accompanied his brother, Edwin Prescott Grosvenor, to the preparatory department of Robert College at Constantinople from 1884 to 1890, and continued his studies in Millbury and Worcester, Massachusetts. The brothers entered Amherst College, and their diligent studies in languages and mathematics at Robert College Preparatory School and in private in the Near East put them at the head of their classes. In his sophomore year he won the Armstrong, Hogan and Ladd prizes for writing, the Walker prize of $200 for excellence in mathematics, and divided the first and second sophomore prizes in Latin with his brother, Edwin P., and in his senior year won the Hyde prize of $100 for oratory. He graduated with Edwin P. in 1897, *magna cum laude*, with the degree of Bachelor of Arts, and the two boys being exactly even in degrees, prizes and Phi Beta Kappa honors, they set about taking degrees as Masters of Art. As stated above, Edwin

P. won his master's degree in 1900; Gilbert H. was awarded his a year later, and there was a very good reason: In 1899 he had been made assistant editor of the "National Geographic Magazine" at Washington, and his duties were so strenuous that he lost a bit of time at Amherst, not sufficient to be left far behind, but enough to call for an extra year of study. At Amherst he was also a member of the Psi Upsilon Fraternity, the social organization chosen by his father and his brother, Edwin P. He was soon promoted to the position of managing editor of the magazine, and in 1903 assumed the editorial reins. At this time the publication had only nine hundred subscribers, and was in a comparatively perilous position. Its history since concurrently with the National Geographic Society, has been one forward stride after another until the society is the largest scientific educational association in the World. It sends more mail through the Washington post office than any non-government body in the National Capital. The contributors to the magazine comprise a veritable "Who's Who" of the scientific world, and even include Presidents of the United States. Its bound volumes are to be found among the authoritative reference works in thousands of libraries everywhere. The society's membership has supported many notable expeditions, ranging from the excavations of the pre-Columbian treasures of Peru's wonder city, Machu Picchu, to the incursion into the Valley of Ten Thousand Smokes, in Alaska, and embracing Admiral Robert E. Peary's quest of the North Pole, which was successfully concluded in 1909. The National Geographic Society coöperates with the United States Government in drawing new boundary lines as the result of changed conditions and frontiers, and it makes practically applicable to school work copies of its marvelous photographs, thus bringing the World and its people into the school room.

Dr. Grosvenor wrote "The Explorations of the Nineteenth Century" in 1900 in the annual report of the secretary of the Smithsonian Institution at Washington, and the historic summary of polar exploration for Peary's "The North Pole" in 1910. He is also the author of the following: "Young Russia," 1914; "The Land of the Best," 1916; "Flags of the World," 1917; "Lovely and Enterprising Hawaii," 1923; "The Hawaiian Islands," 1924; and numerous articles and papers for the "National Geographic" and other magazines. He was the editor of "Scenes From Every Land," 1907, second series, 1909; third series, 1912; fourth series, 1918; and was associate editor of the "Proceedings of the Eighth International Geographic Congress," 1905, and the "Scientific Report of the Ziegler Polar Expedition of 1905-06." It will be seen, therefore, that from the time he was twenty-five years of age he was not only mingling with some of the leading minds of the World, but was accorded by them a recognition that few men attain in a lifetime.

Dr. Grosvenor is a leader in Washington's commercial affairs and cultural life. He is a trustee of George Washington University, the American University, and the American Association to Promote the Teaching of Speech to the Deaf, and local chairman of that concern's executive committee. He is a member of the board of corporators of the Clarke School for the Deaf at Northampton, Massachusetts, and of the council of the "Saving the Redwoods League" of California; of the board of managers of the Walter Reed Memorial Hospital; he is a counsellor of the Archæological Institute of America. In business circles he is a member of the

The National Cyclopedia of American Biography

Frank G. Logan

board of directors of the American Security and Trust Company and the Equitable Coöperative Building Association. He is an honorary member of the Sociedade de Geographia de Rio de Janeiro; a fellow of the American Association for the Advancement of Science; a member of the Association of American Geographers, the American Forestry Association, the Cruising Club of America, the National Press Club, the Racquet, Tennis, Lock Tavern, Chevy Chase and Cosmos clubs, of the latter of which he was president in 1922. Lake Grosvenor, Mount Katmai, Alaska, discovered in 1919 by an expedition of the National Geographic Society, has been named in his honor; it is a beautiful body of water twenty-eight miles long. Dr. Grosvenor's name has also been bestowed upon a glacier in the Peruvian Andes as a kind of allegorical reference to the lasting quality of his contribution to education. During the World War he performed essential civilian service for his country and received the thanks of a grateful Government.

Dr. Grosvenor married, at London, England, October 23, 1900, Elsie May Bell, daughter of Alexander Graham Bell, inventor of the telephone, and they have had seven children: 1. Melville Bell. 2. Gertrude Hubbard, who married Paxton Blair. 3. Mabel. 4. Lillian Waters. 5. Alexander Graham Bell, deceased. 6. Elsie Alexandra Carolyn. 7. Gloria.

The name of Dr. Grosvenor is associated with many exploratory enterprises, but particularly with polar incursions. In May, 1914, when controversy arose over Colonel Theodore Roosevelt's voyage to the River of Doubt in Brazil, which stream, popular fancy had it, ran uphill, he refused to allow the society to be drawn into the discussion, saying the word of the leader of the enterprise should be accepted without question. In the Peary-Cook controversy over the discovery of the North Pole he stoutly championed the cause of the former, and this support was quite a sustaining force behind the admiral in the supreme trial of his life. When former Secretary of the Navy Edwin Denby and Rear-Admiral William A. Moffett, chief of the Bureau of Aeronautics of the Navy Department, projected a flight of the ill-fated airship "Shenandoah" to the North Pole in 1923, Dr. Grosvenor was appointed to represent civilian interests during the flight, but the attempt, unfortunately, was called off by President Coolidge until such time as further experience might justify it. The "Shenandoah" was lost in an Ohio windstorm in 1925, and in 1926 the feat of first crossing the North Pole in an airship was accomplished in the "Norge" by Roald Amundsen and Lincoln Ellsworth. In April, 1925, Dr. Grosvenor addressed the National Geographic Society on the navy's part in polar exploration, and in June on Amundsen's and Ellsworth's flight. In that year he also made a statement on plans now in process for a solar radiation expedition, whose purpose it will be to study conditions of atmosphere so it may be possible to make long-range weather predictions. He sailed soon thereafter for Europe to investigate new methods in color printing.

Dr. Grosvenor's outlook is of a most progressive nature, and in a world rocked by discussions of Modernism and Fundamentalism, Evolution and Anti-evolution, his society is quietly proceeding to unearth the facts.

LOGAN, Frank Granger,

Patron of Progress.

A few men in America today are so far-sighted and public-spirited as to play the role of Maeceans. Among this choice

few belongs Frank Granger Logan, retired banker and broker, now a resident at No. 1150 Lake Shore Drive, Chicago, and at Hollywood, California. He is one in spirit with those through whose efforts the production of objects of art is facilitated, their exhibition to the public made possible, and education in appreciation provided for residents of cities large and small. Mr. Logan is a collector of note, whose discriminating taste has brought to these shores beautiful pictures and decorative objects. With the Logan Prize Fund, he encourages the creation of lovely paintings by American artists. His organizing ability, his broad knowledge of cultural and practical subjects, his time, energies, and influence are generously devoted to organizations existing for the purpose of educating the great populace of this country along artistic lines. He is also a promoter of progress in other directions. He founded a Research Fund in Pathology, Surgery, and Experimental Medicine for the University of Chicago. Archeology likewise has roused his interest, and the discovery of objects linking present-day civilization with the past has had his continuous support. Public affairs, agricultural, industrial economics, also universal military training, have seemed to him of paramount importance.

Frank Granger Logan is descended from John Logan, who came from Scotland to Connecticut in 1718. His son, Matthew Logan, was a soldier of the American Revolution. The line continues, through sturdy New Englanders, whose strength of mind and character constructed the United States of today, to Johnson Logan, born March 2, 1768, the father of Simeon Ford Logan, of Washington, Connecticut, who was born in 1803, and died in 1891. He married Phœbe Ann Hazen, who was born at Ithaca, New York, in 1814, and died in 1890. Three children were born of the union: Theron; Frank Granger, of further mention; and a daughter, Mary, who died at the age of seven.

Frank Granger Logan, son of Simeon Ford and Phœbe Ann (Hazen) Logan, was born in Cayuga County, New York, October 7, 1851. All his youthful environment combined to give him as a foundation for his future progress character of sterling honesty and constructive force, a keen and well-trained mind, with a fair knowledge of books and a wider insight into farming and grain-growing, and a strong body. He attended the public schools in Cayuga and a well-ordered academy in Ithaca, seat of Cornell University.

At the age of nineteen, in 1870, Mr. Logan was urged by ambition to seek broader fields of activity and made his way to Chicago. The next year the great fire swept the young city. Mr. Logan, meantime, had taken his first step on the ladder to success by performing well the modest duties of a clerk in the dry goods establishment of Field, Leiter & Company, predecessors to Marshall Field & Company. He passed from this to the position of employee of a leading commission firm on the Board of Trade. Having completed his apprenticeship by 1877, he engaged independently in the grain commission business, organizing the firm of F. G. Logan & Company. The enterprise prospered and grew rapidly, largely through initiative and executive policies, together with the honorable methods, of its founder, and it became one of the largest and most successful of all similar enterprises connected with the activities of the Chicago Board of Trade. In that body, Mr. Logan was a vigorous and influential member while it, and the city, were rebuilding their greatness from the great fire of 1871, and he furthered its

progress along constructive lines. It was he who established the private wire system for which F. G. Logan & Company, and its successor, Logan & Bryan, have become Nationally famous. Mr. Logan was a banker and broker, and a member of the New York Stock Exchange, as well as kindred institutions. His transactions in securities and commodities found a clientage throughout the country. His sons continued the business in partnership with their father's early partners. Priority in the grain trade was given the firm, as was leadership in the handling of stocks, and the executives of the firm were members of the Chicago and New York Stock and Cotton Exchanges and the Chicago Board of Trade. In 1901, in the month of July, Mr. Logan fulfilled a promise he had made to himself and retired from active business in order to devote his best years to the promotion of the cultural and scientific interests of mankind.

Having a keen belief in the merit and ability of American artists, he and his wife outlined a system of medals and prizes, to be supplied from an endowment fund contributed by them, which should be awarded yearly by the Art Institute of Chicago for paintings in oil and water colors, etchings, sculpture and industrial art shown there. For years he has been a vice-president and trustee of the Art Institute, a benefactor of that organization, and trustee of the B. F. Ferguson Fund, designed to beautify the open spaces of the city with monuments, the cost of which was to be defrayed from the fund of one million dollars. Mr. Logan is a member of the Municipal Art League of Chicago, which is establishing in Chicago a plan similar to that of the Grand Central Galleries of New York, of which Mr. Logan is trustee, a National organization projected for the sole purpose of assisting American artists to acquaint patrons with their productions. This is exactly in line with Mr. Logan's objectives, as is the additional idea of a traveling library of pictures. He is active in the Public School Art Society in beautifying the schools with pictures. His assistance is also lent to the Industrial Art League, with which he is affiliated, as director, in the establishment of artistic standards and in the teaching of industrial art. The mayor of Chicago has yearly honored Mr. Logan with appointments as a director and one of the purchasing committee having charge of spending the appropriation authorized by the city government to encourage municipal art. The Friends of American Art, of which he was a founder, has had the benefit of his services as director and vice-president in furthering its purpose of encouraging and fostering American art and in purchasing for its permanent collection from current exhibits valuable paintings and sculpture which have been presented to the Chicago Art Institute. In his own home is a world-famous collection of Barbizon, Flemish, English and American paintings.

In other realms of intellectual progress besides art, Mr. Logan has made general advancement possible. In 1892 he became a trustee of Beloit College, of which he was also vice-president, and he gave to the institution the Rust Collection of Archæological Specimens, which had been exhibited at the World's Fair in Chicago and there received an award. From this nucleus, by his repeated gifts, has grown the Logan Museum at Beloit, one of the foremost of its kind in the country. Inspired by the museum to further research into the evolution of primitive man, a Chair of Anthropology was founded by Mr. and Mrs. Logan, and expeditions sent to promising territory. One such went to the vicinity of Leszises, in the Dor-

dogne Cave region of Southern France, where was found the famous Aurignacean necklace seventy-five thousand years old, on which the first attempt, apparently, was made at decoration on the part of early man. This unique treasure is now in the Logan Museum at Beloit, secured after competition with the Smithsonian and the British museums. The site on which the Aurignacean necklace was found was leased that the Beloit Museum might there conduct a summer school and continue excavations, and another expedition into Czecho Slovakia was projected. The museum also sent an important research expedition into the Sahara. For these contributions to international scholarship, Mr. Logan was made a member of the French Academy and decorated with the Palms by the French Government. Beloit has conferred on this faithful friend and benefactor the degree of Doctor of Laws, granted in 1922.

His belief that perparedness is the only sure way to establish peace led Mr. Logan to ally himself with the advocates of universal military training. He played a part, also, in forwarding the movement for the conservation of American forests, and as director and chairman of the executive committee of the National Soil Conservation League, was largely instrumental in placing on the statute books of the Nation the Smith-Lever agricultural act. The Non-partisan Tariff Commission Act also had his earnest support. Mr. Logan has endowed fellowships in the University of Chicago for research in experimental medicine, pathology, bacteriology, and surgery, and was a founder of the College of Surgeons at Chicago. He holds memberships in a wide variety of learned societies: the Archæological Society of America, of the Chicago Chapter of which he was president; the Association for the Advancement of Science; the Chicago Academy of Science; the National Geographic Society of New York and Chicago; the Natural History Museum of New York; and the Chicago Historical Society, to which he presented his priceless collection of the personal belongings of Abraham Lincoln and John Brown. He is a patron of the Chicago Grand Opera, the Symphony Orchestra, the Drama League, and trustee of the Goodman Theatre. His hobbies are thus on a lofty plane, including art, education, and research. Clubs: the Union League, City, Chicago Automobile, Onwentsia, Shore Acres, Cliff Dwellers, and South Shore.

Frank Granger Logan married, June 15, 1882, Josephine Hancock, daughter of Colonel John Lane Hancock, of Chicago, who was identified with and sponsored the highest civic and National affairs. Children, all born in Chicago, Illinois: 1. Rhea, born June 7, 1883; married, August 20, 1907, Charles Andrews Munroe, a graduate of Middlebury College, Vermont. 2. Stuart, born November 25, 1886, graduated from Yale University in 1908; married, November 1, 1910, Gladys, daughter of Horace A. Goodrich, of Chicago; an accident compelled his retirement from active business in the firm his father founded. 3. Howard Hancock, born January 9, 1888, graduated from Yale in 1910; he married, January 19, 1918, Helen Hart, daughter of Silas Brosius; he became attached to the Serbian Red Cross Expedition under Colonel Seaverance in 1917, as did his next younger brother, Spencer H., entering the navy in 1918 for service in the World War, having previously been a member of his father's old firm. 4. Spencer Hancock, born January 17, 1897, attended Yale University; married, July 21, 1916, Marjorie, daughter of John Bain, Jr., of New York; he participated in the World War as part of the Serbian Red Cross Expedition, joining the United

States Navy in 1918. 5. Waldo Hancock, born June 14, 1898; he left a preparatory school to join the Tank Corps of the Expeditionary Forces in the World War and was made sergeant when nineteen and was in France at the front when the armistice was declared; he married Mary, daughter of William R. Weir, of Davenport, Iowa, November 12, 1921.

HILL, William H.,

Journalist, Public Official.

Had the achievements of William H. Hill been limited to only one of the fields in which he has attained distinction—to industry, or to journalism, or to public life—it could fairly be said of him that he accomplished much that is of benefit to the community in which he lived, to the State, and to the Nation. In widely differing spheres of action he has placed the imprint of a vigorous personality, a progressive student of life and the times, an energetic and astute leader with vision to see desirable ends and ability to bring them to realization.

In industry he has built from an inconspicuous beginning a printing plant that ranks high in the trade throughout the East. For twenty-five years he has been a factor in journalism in New York State, and since October 1, 1921, has been editor and sole owner of "The Morning Sun," the only morning newspaper published in the city of Binghamton, New York, and one that is freely quoted throughout the United States. In politics, he has gained recognition as a leader in the Republican party of his State, and as a legislator, he has written into the statutes of both State and Nation laws that are marked by practical wisdom and beneficial effect.

Heredity transmitted to Mr. Hill attributes of devotion, courage and integrity. His grandparents, Rev. William and Mary (Hoges) Hill, natives of England, went to Brazil early in the nineteenth century as missionaries of the Wesleyan Methodist Church, and his father, Rev. Dr. William J. Hill, of Johnson City, was born at Rio de Janeiro. Dr. Hill and his wife, who was Elizabeth Sowden, of St. Blazey, Cornwall, England, reared a family of six children, of whom William H. was the fifth. Dr. Hill attained prominence in the Wyoming Conference of the Methodist Episcopal Church, and with his devoted wife and children experienced the rigors of Methodist discipline, entailing frequent removals from charge to charge, when the missionary spirit and an ardor for preaching the Gospel were the sustaining motives of the Methodist minister.

William H. Hill received a common school education, and upon graduating from the high school at Binghamton, New York, entered business life at his home in the adjacent industrial village of Lestershire, now Johnson City, where he has resided for about thirty-five years. Lacking influential sponsors, but possessing in a marked degree the ability to make and hold friends, and possessing courage and determination to succeed, he was elected president of the village of Lestershire a few days after becoming twenty-one years of age, and served three terms. In 1896 he was an organizer and vice-president of what is said to have been the first Young Men's McKinley Club in the United States, and was appointed postmaster at Lestershire by President McKinley. He was reappointed by President Roosevelt and served two terms of four years.

In 1914 Mr. Hill was nominated by the Republican party for State Senator for the Thirty-ninth District, and was elected by the largest majority ever given a can-

didate in the district. In his home village, with a voting population of 1,000, he received all but eighty-seven votes. In 1916 he was unanimously renominated, and reëlected by an increased majority, serving in all four years in the Upper House of the New York State Legislature.

During his first term in the State Senate, Mr. Hill introduced and in face of formidable opposition both within and outside of his own party, brought about the passage of the Hill-McCue Child Welfare Law, which is recognized as one of the most desirable and humanitarian laws in the statute books. Under the original provisions of the law, authority was given for creating within each county a Board of Child Welfare charged with responsibility for investigating the needs of families left without resources by the death of the father, and for relieving them by temporary allowances from public funds. Before the law was enacted, the practice was to put such families in charge of the poor authorities, and frequently families were divided and the children placed in public institutions or given in adoption. The stigma of pauperism, the heartache of the mother bereft of her children, the forlorn hopelessness of children separated from home, all are averted through the operation of the law Mr. Hill introduced and fought through to enactment. Now the widowed mother is given temporary public assistance until such time as the family may become self-sustaining. Childhood's inalienable right to a home and a mother is recognized and protected, and in practical operation an actual saving of public money is effected under the system initiated by the Child Welfare Law.

During the "milk war" in 1916, farmers' coöperative organizations were threatened with destruction through an application of the so-called Donnelly anti-trust law in New York State. Mr. Hill, representing a district which included important dairying interests, secured the passage of an amendment to the law which guaranteed the right of farmers to organize coöperative associations for purchasing supplies and selling their products.

While Mr. Hill was in the State Senate the growing importance of the issue involved in the legalized sale of intoxicants led him to write the "local option for cities" bill, which was enacted after a bitter opposition and which permitted cities as well as townships and villages within the State to hold local option elections on the question of permitting liquor traffic in its various phases to be continued within the voting municipality. The advent of National prohibition limited the operation of the law to one year, but in that year nineteen cities in the State voted to prohibit the sale of intoxicants. Mr. Hill's service in the State Senate also was marked by activity in promoting legislation beneficial to workers to a degree that moved the executives and representatives of labor organizations to convey to him written official expressions of appreciation. In the Senate he was named as a member of the finance committee, an honor probably without precedent for a first-term Senator. He also served on the committees on banks, commerce and navigation, and revision.

His record in the State Legislature led his party to nominate, and the people of the Thirty-fourth Congressional District to elect, him as Representative in the Sixty-sixth Congress. His majority in the election in 1918 was unprecedented in the history of the Congressional district, and in the town of Union, Broome

County, in which he resides, the vote for Mr. Hill was nearly unanimous.

Entering the House on March 4, 1919, Mr. Hill's able service in the State Senate was recognized by assignments to three of the most important committees, banking and currency, reform in civil service, and accounts, and also to a less active committee, on expenditures on public buildings. His service in the House ended on March 3, 1921, as Mr. Hill refused, owing to the pressure of his personal affairs, to be a candidate for renomination.

As a member of the committee on banking and currency he prepared a bill to abolish the sub-treasuries of the United States, and to transfer their functions to other and more active units in the financial system. As a matter of legislative convenience, Mr. Hill's measure was enacted as a rider to an appropriation bill, and a result of its enactment is an annual saving of half a million dollars a year to the National Government. As a member of the committee he was active in consideration of amendments designed to perfect the Federal Reserve Act, and also introduced a bill designed to create a Federal Urban Mortgage Bank, designed to create a constant and stable market for mortgages on city real estate, and thus to encourage construction and alleviate the housing stringency.

In the committee on reform of the civil service, Mr. Hill actively participated in shaping the first measure to be enacted in this country wherein the United States recognized the right to, and provided for, the retirement on pension of civilian employees after specified years of faithful service, and on attaining an age of diminishing efficiency. The operation of the law has proved its wisdom, for it has greatly lessened the number of aged and infirm employees of the Government, and has increased the attractiveness of governmental service as a career, thus bringing into the departments men and women of greater ability.

At the time of the race riots in Washington in 1919, Mr. Hill, in investigating the causes, discovered that in the capital there was no effective restriction to the sale of firearms. He wrote and introduced an "anti-gun-toting" bill, providing for strictly licensing the sale and possession of both arms and ammunition, giving the police of the District of Columbia broad enforcement powers and providing mandatory penalties for violations. The bill was printed entire in Washington newspapers; was endorsed editorially; and the superintendent of the District of Columbia police wrote Mr. Hill that his bill was "the best, most comprehensive measure of its kind I have ever read."

The decision of Mr. Hill to retire from public life was received both in Washington and at home with manifestations of public regret due to general appreciation of his progressive thought and stability as a legislator. A colleague, a conspicuous member of the House of Representatives, wrote of him just after his retirement: "Hill stood for the best things in legislation and was a powerful influence for good. He is not controlled by any boss and never has been, but always has tried to represent the people who sent him." Since 1921 Mr. Hill has devoted his energies to his editorial duties of his newspaper in Binghamton, and to largely increasing his printing and publishing business at Johnson City. During the housing emergency, after the World War, as president of the Prospect Terrace Land Company, Mr. Hill erected about two hundred homes in Johnson City and sold

them to Endicott-Johnson workers without profit.

In 1920 Syracuse University conferred upon Mr. Hill the honorary degree of Doctor of Laws, in recognition of his distinguished public service. He is a member of the Methodist Episcopal Church at Johnson City, a life member of the American Red Cross, a thirty-second degree Mason, and a member of the Shrine. Other fraternal memberships are with the Improved Order of Red Men, the Independent Order of Odd Fellows, the Maccabees, the Knights of Pythias, and the Benevolent and Protective Order of Elks.

Mr. Hill was married, April 23, 1902, to Maud Evelyn Johnson, daughter of Mr. and Mrs. C. Fred Johnson, of Johnson City, and they had two children: Richard, a student at Wyoming Seminary; and Dorothy, who is a graduate of Lady Jane Grey School in Binghamton. Mrs. Hill died August 17, 1915.

BEEBE, William,

Scientist, Explorer, Author.

People who delight in the myths of the Sargasso Sea and the Lost Atlantis Continent, as well as the more serious minded, who prefer pure science, always follow with absorbing interest the multifarious activities of William Beebe, director of the Department of Scientific Research of the New York Zoölogical Society. Mr. Beebe's specialty is the study of bird life, in which he sees certain justifications for the theory of evolution, but his duty as director of the Bronx "Zoo" in New York City brings him into contact with a wide variety of animals whose origin and habits he has studied for many years. Lately he has made scientific expeditions to clear up certain moot points with regard to the animals of the sea, and the plant life that is found at various depths. He has recently explored the Galapagos Islands, in the Pacific, off Colombia, and obtained additional specimens of lizards five feet long. On the way to Galapagos in the "Arcturus" he brushed through the famed Sargasso Sea, which is supposed to be located midway between Cuba and the coast of Africa, about 1,000 miles southeast of Bermuda. There was a superstition among ancient mariners that Sargasso's abundant brown sea weed made navigation impossible, and that its swirling currents dragged vessels down to some crystal kingdom similar to that presided over by Father Neptune. The Sargasso Sea is said to have been discovered by Christopher Columbus on his first westward voyage to the West Indies in 1492; his tiny ships, the "Santa Maria," the "Nina," and the "Pinta," required a fortnight to plow through this mass of weed, but according to the "Encyclopedia Britannica," the theory that ships were unable to escape was disproved in 1910 by the expedition of the "Michael Sars" under command of Sir John Murray, who was sent out by the Norwegian Government. Mr. Beebe combined in one expedition his quests after the Sargasso Sea and the Lost Atlantis, which was first mentioned by Plato as a large and prosperous land which through some act of Providence had been swallowed by the ocean, and the location of which has been variously set. These myths or legends did not hold up under the scrutiny of Mr. Beebe, although in nature he found quite as many wonders, being a considerable number of marvelous new specimens of sea life for the Bronx "Zoo." It may be appropriate to say here that Mr. Beebe's researches have not only added greatly to the advancement of scientific knowledge, but have had many direct

practical applications. Economists who have noted failing crops in certain spots of the earth, due to pestilence, have advised local populations to look to the sea for food; in fact, under certain conditions plague might seriously endanger an entire country, so that its life would depend upon its ability to extract food quickly out of the sea. This fact has long been accepted by the Hydrographic Office of the United States Navy Department, which in its plans to explore the ocean in the science known as oceanography has brought this feature to the attention of the people as ample justification of the expense. It is worthy of attention in this connection that whereas the land has only one surface on which edibles may be raised for human consumption and support, the oceans have thousands of so-called "farm strata," in each of which thrives the most luxuriant growth of plant and animal life. Further, the life in these strata is not interchangeable; that is, surface plants and fish cannot live one hundred feet down, and the converse of this is true; so that, summing up, the oceans contain potentially many times the power of production possessed by the flat surface of the earth. Science has only scratched the crust in the development of these potentialities, and standing in the forefront of the great men who are doing so much to advance civilization is William Beebe, whose researches in this direction must commend themselves to the living and posterity alike.

William Beebe was born July 29, 1877, at Brooklyn, New York, the son of Charles and Henrietta Marie (Younglove) Beebe. He was named Charles William Beebe, but later dropped the Charles. The Beebe descent is traced through the following:

(I) John Beebe, who was born in England, at the town of Broughton, and married Rebecca ———, who at the time of his leaving for this country was probably deceased; he started from England in 1750 and died on shipboard on the way across.

(II) John Beebe, son of the foregoing, born in 1628, resident of New London, Connecticut, married Abigail Yorke.

(III) Benjamin Beebe, born about 1663, died about 1752, of New London, is believed to have married Hannah Wheeler.

(IV) John Beebe, born in 1701, died in 1788, resided at Colchester, Connecticut, and married Ruth Pratt.

(V) John Beebe, born in 1727, of Kent, Connecticut, and Dutchess and Columbia counties, New York, married Mary Hill.

(VI) Roderick Beebe, born in 1753, died in 183-, of Columbia County, New York, was a soldier of the American Revolution; he married either Anna or Nancy Vaughn.

(VII) Roderick Beebe, born in 1796, died in 1831, of Chatham, New York, died from over-exertion at a contest held by the young people of his neighborhood to see who could plow the most skillfully and rapidly in a nearby field; he married Harriet Son.

(VIII) Roderick Beebe, born in 1816, died in 1880, resided at Chatham, New York City and Orange, New Jersey; while in New York he was a merchant in the paper business; he married Jane Eliza Lovejoy.

(IX) Charles Beebe, born in 1852, a New York City merchant, married Henrietta Marie Younglove.

(X) (Charles) William Beebe.

Mr. Beebe graduated from Columbia University, New York City, in 1898, with the degree of Bachelor of Science. While at Columbia he was noted for an inquir-

ing mind, and when the other boys would mostly be playing their games, William Beebe was dissecting a squid or holding a sea anemone under the microscope in the zoölogical laboratory. So absorbed was he in his work that he continued in a post-graduate course during 1898 and 1899. He contributed so much to original research that his talents were mentioned to others by his teachers at Columbia, with the result that by the time he was ready to graduate he had several positions awaiting him. The choicest of these, to which he could not give his entire time and attention, was the honorary curatorship of ornithology with the New York Zoölogical Society, which position he has filled with great credit to himself and his profession ever since; his place as director of the Department of Scientific Research has also been self-continuing, and in this he has served with a distinction that has needed no embellishment of mere words.

Mr. Beebe is a fellow of the New York Academy of Sciences, the American Association for the Advancement of Science, the New York Zoölogical Society, the American Ornithologists' Union; a member of the Linnaean Society, the Society of Mammalogists, the Ecological Society, the Audubon Socety; corresponding member of the Zoölogical Society of London, and the Societe d'Acclimatation de France; and holder of the Elliot medal. He is the author of the following works, which show his wide range of study on the members of the animal kingdom: "Two Bird Lovers in Mexico" (1905); "The Bird" (1906); "Log of the Sun" (1906); "Our Search For a Wilderness" (1910); "Tropical Wild Life" (1917); "Monograph of the Pheasants" (1918); "Jungle Peace" (1918); "Edge of the Jungle" (1921); "Galapagos; World's End" (1923) "Jungle Days" (1925); "The Arcturus Adventure" (1925). He is also the author of numerous monographs and scientific papers relating to birds and evolution.

A Chronological record of the activities of Mr. Beebe from 1915 through May, 1926, shows that he has rendered most valuable service to the cause of science. In July, 1915, he brought to the Bronx "Zoo" valuable specimens of birds from Brazil, and described in an interview the beauties of the gardens of Para. Late in January, 1916, he sailed for Trinidad and British Guiana to collect specimens for the "Zoo." In a July dispatch he described the capture of the bushmaster snake in Guiana, fine specimens of which he presently sent to New York. Early in January, 1919, he received a letter from the late President Theodore Roosevelt, which was believed to have been the last written by that official. On March 12, 1922, he was the subject of an illuminating article in a New York newspaper from the pen of George Palmer Putnam, head of the New York publishing concern, which has been his principal publisher. In May, 1923, appeared his letter on animal life and peculiar conditions on the Galapagos Islands, where he found giant lizards of harmless nature, which he sent to the "Zoo." These islands, by the way, were a favorite rendezvous more than two hundred years ago for pirate bands on the Spanish Main. He returned from Galapagos in May, 1923, and issued an interesting statement of his adventures and discoveries. It was announced February 10, 1924, that he would direct the eighth expedition of tropical research of the New York Zoölogical Society in British Guiana. A bulletin issued by the society in April, 1924, contained a description of the Hoatzin bird, known to the

members of his party as the "missing link." Late in July he returned to New York from his explorations in British Guiana, his ship well laden with rare specimens of animal and plant life. In August he presented an illustrated article on the trip. In October he projected another voyage, and in November announced plans for exhibiting films of the Hoatzin "missing link" bird. In December he anticipated his trip to the Sargasso Sea in the "Arcturus" with an article which was widely read.

Early in February, 1925, the "Arcturus" set sail from New York on her quest of the Sargasso Sea, and Mr. Beebe stated to the press that he was doubtful of finding such an area that might be different from any other he had traveled, but in the event he did, he was confident the "Arcturus" would be able to find her way out. An illustrated article he left behind presented his conception of the geographical position of the Sargasso Sea and the fabled Lost Atlantis, which, to the expedition, appeared to be in juxtaposition, or approximately so. After boxing their compass carefully, the explorers set out with the idea of touching the Sargasso Sea at its outer edges, and working toward the center. They reached their objective finally, only to find it little different from any other stretch of ocean, so when the weather settled they threw out their dredges and dragnets and pulled in many splendid specimens. One particular fish they wanted was that sometimes called the "light-house fish" from the fact that in front, suspended from a slender proboscis whose base was in the middle of its dorsal epidermis, it carried a tiny lantern which attracted insects that it would capture in his opened mouth, as it swam along. The dredging yielded red shrimp and the trawling transparent fish, also the "radium" fish, which is always, especially under conditions of great excitement, as when chased by a fish larger than himself, brightly illuminated. Since one object was to study weather conditions with the idea that long-range weather prophecies might be made accurately, the tides and their relationship to sun, moon and other heavenly bodies were brought into the realm of conquest by the "Arcturus." Following the Humboldt current to its outer edge, there was discovered the Panama current, and at the exact point of contact an important tide rip whose actions were carefully noted on the chart. The Panama current is part of the Gulf Stream which warms the eastern coast of the United States, touches Greenland and finally spreads its benedictions upon the British Isles.

The West Indian waters are not only noted for their seasonal hurricanes, but for their sharks, and while Mr. Beebe's crew searched for specimens, these unbidden roisterers of the deep made trouble by threatening the workers. With pistols, harpoons and boat hooks part of the crew beat off the sharks while the other members continued their work. Mr. Beebe added greatly to his knowledge of the deep by going to the bottom now and then in a diver's suit, by which he could direct those above how best to grapple. Several specimens of the amphioxus were obtained in this way.

Although the layman thinks the ocean bed or floor is more or less flat, the scientist, like Mr. Beebe, realizes that it is little different from the surface land, which may be flat here and hilly or mountainous at other points. As a matter of fact, the bottom of the ocean is said to contain the same rugged contour as the land, with mountains thousands of feet high. The

"Arcturus," luckily, came upon a particularly favorable spot for this kind of observation, when Mr. Beebe's sonic depth finder, a valuable invention of the navy, gave him the depth, he went down to a gradually rising hill at the top of which was a huge crater which had been the scene of a violent volcanic eruption. Mr. Beebe eagerly pressed forward, but on observing the great depth of the crater, turned back and finally signalled for his comrades to pull him to the surface. This exploration shed light on the phenomenon of disappearing and reappearing islands, whose fluctuations are due to volcanic action. The New York "Times" carried his story of this experience, illustrated with an artist's conception of the strange sights he saw in the coral kingdom, and in July, 1925, announced that he would dredge the site of the prehistoric Hudson River Gorge off Sandy Hook. His party returned to New York late in July.

Mr. Beebe signalized his return by writing a most engaging article on the voyage, the results of which he described early in 1926 to the members of the New York Zoölogical Society. His book "The Arcturus Adventure," appeared in 1926, and for the best literary work on natural history during the year he was awarded the John Burroughs Memorial Association award.

BRISTED, Charles Astor,

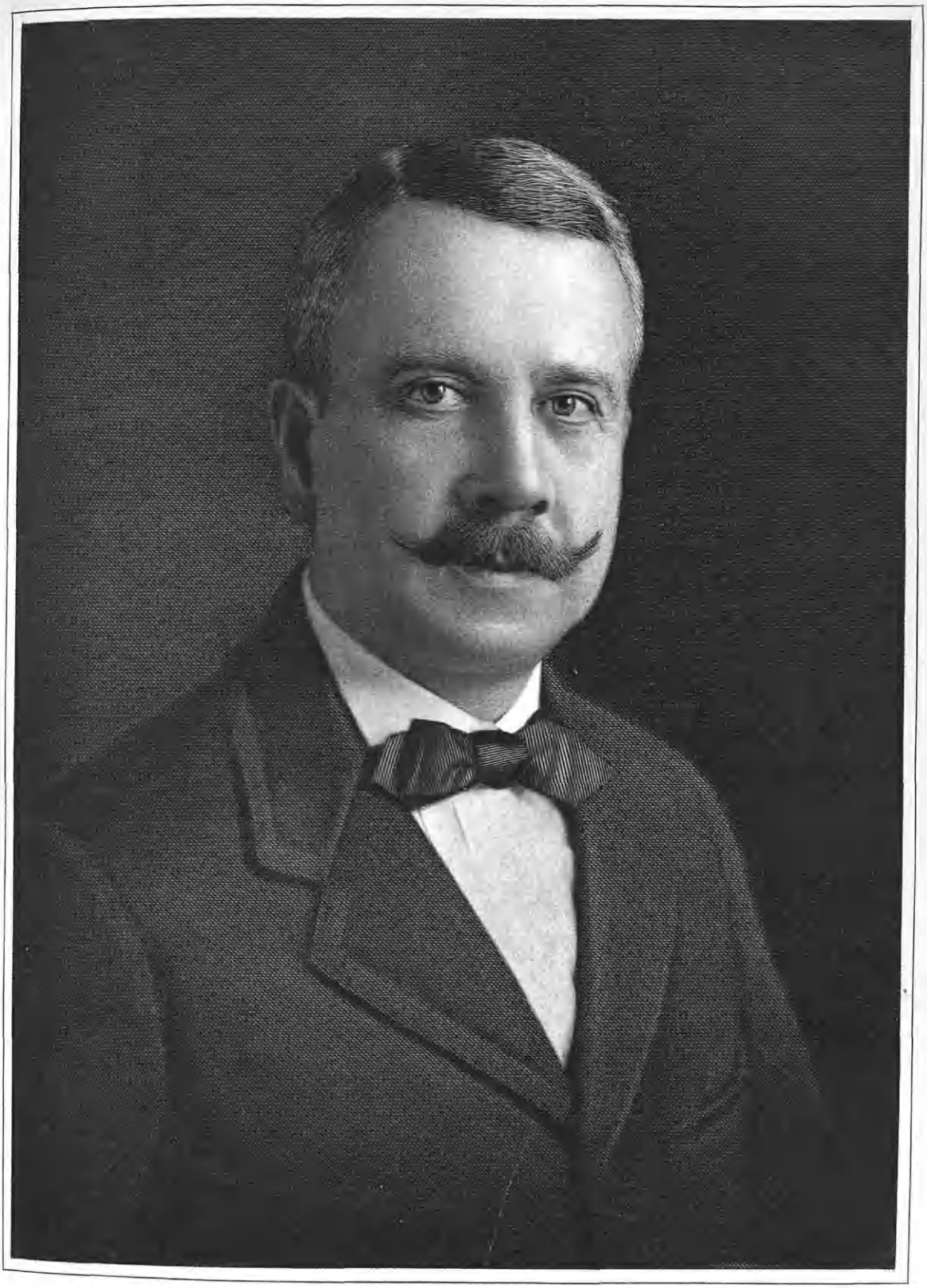
Attorney-at-law.

Charles Astor Bristed is an esteemed and influential resident of Stockbridge, Massachusetts, a veteran of the World War, and a citizen who in his practical civic activities is an exponent of the highest expression of community welfare and progress. Mr. Bristed represents in his family name, and in its related branches, successive generations that have become eminently associated through industrial enterprise with great landed proprietorship and wealth; with a continuous history of military and civic command; with judicial and literary attainment; and, indeed, with a very broad and distinguished service in behalf of the general advancement of the commonweal. His lineage through the Astor branch of the family is as follows:

John Jacob Astor, who was born in 1763, and died in 1848, went from Germany to London, England, when he was seventeen years old, and coming to America in 1783, he settled in New York, where he became a large real estate owner. He married, in 1786, Sarah Todd.

Magdalen Astor, daughter of John Jacob and Sarah (Todd) Astor, died in 1832. She married (first) Governor Bentzen, Dutch Governor of Santa Cruz; she married (second) Rev. John Bristed, who was born in 1779, and died in 1855. Rev. John Bristed was of Dorsetshire, England, a litterateur, a Protestant Episcopal priest; and he was rector of St. Michael's Parish, at Bristol, Rhode Island, from 1840 to 1845.

Charles Astor Bristed, son of Rev. John and Magdalen (Astor) Bristed, was born in October, 1820, in New York City, New York, and died in January, 1874, in Washington, District of Columbia. He was a well known and versatile writer. He married (first), in 1847, Laura Brevoort; he married (second), in 1867, Grace Ashburner Sedgwick, (see Sedgwick VII), who was born in 1833, at Lenox, Massachusetts, and died in 1897, at Paris, France. Of the first marriage, John Jacob Astor Bristed was born in 1848, and died in 1880; of the second marriage, Charles Astor (2) Bristed, of whom further.



Charles Astor Bristed

Charles Astor (2) Bristed, son of Charles Astor (1) and Grace Ashburner (Sedgwick) Bristed, was born May 24, 1869, in New York City, New York, and he received his education in schools abroad; he was educated at Collegio Nazareno, in Rome, Italy, with a licenzia ginnaziale; graduated from Stonyhurst College, Blackburn, England, with certificate of graduation in 1889, and from Trinity College, Cambridge University, England, in 1893, with his degree of Bachelor of Laws. In civic activities he has served as selectman of Stockbridge, Massachusetts, in 1907 and 1908.

During the World War, Mr. Bristed, a volunteer in the service of the United States Army, was first lieutenant in the Corps of Interpreters, and he was at Camp Upton in May, 1919. He is a member of the Knickerbocker and the Catholic clubs of New York City, and the Lenox Club, Lenox, Massachusetts. His recreation is that of working on his farm at Lakeside, Lenox.

Charles Astor (2) Bristed married, June 25, 1894, in New York City, Mary Rosa Donnelly, who was born August 24, 1866, in New York City, daughter of Edward Constantine Donnelly, attorney-at-law, and of Rosa (Ford) Donnelly, of Baltimore, Maryland. Their children: 1. Mary Symphorosa, born March 2, 1896. 2. Katherine Elizabeth Grace, born March 17, 1897.

(The Sedgwick Line).

(I) Robert Sedgwick, who was born in 1611, and died in 1656, came from England in the "Truelove" to Massachusetts, in 1635. He settled at Charlestown in 1636, where he was a freeman in 1637; and he was a Representative to the General Court seventeen terms. A commander at the Castle in 1641, he was a founder and a captain of the Ancient and Honorable Artillery Company; was sergeant-major of the Middlesex Regiment in 1643-44, and its commander-in-chief in 1652. With Captain Leverett, he organized an expedition against the Dutch, in Manhattan, in 1654; and during that year he was commander of a fleet of four vessels against Acadia; he was commander of a regiment to occupy Jamaica in 1655, and was appointed a commissioner to govern the island; he was a major-general in 1656. He married Joanna, surname unknown.

(II) William Sedgwick, son of Robert and Joanna Sedgwick, was born about 1633, and died in 1670; he married Elizabeth Stone.

(III) Samuel Sedgwick, son of William and Elizabeth (Stone) Sedgwick, was born in 1667, and died in 1735; he married Mary Hopkins, daughter of Stephen Hopkins, granddaughter of John Hopkins.

(IV) Benjamin Sedgwick, son of Samuel and Mary (Hopkins) Sedgwick, was born in 1716, and died in 1757; he married Ann Thompson.

(V) Theodore Sedgwick, Doctor of Laws, son of Benjamin and Ann (Thompson) Sedgwick, was born in 1746, and died in 1813. Graduated at Yale College in 1765 with his Bachelor of Arts degree; he was a delegate to the Continental Congress, and to the Constitutional Convention; he was a member of the First to the Fourth Congresses; United States Senator; Speaker of the Sixth Congress, 1799-1801; and justice of the Supreme Court of Massachusetts, Eighth District. He married, for his first wife, in 1774, Pamela Dwight. (Joseph, 5, Henry, 6, Timothy, 7, John, 8).

(VI) Charles Sedgwick, son of Theodore and Pamela (Dwight) Sedgwick, served as clerk of court at Lenox, Massa-

chusetts. He married Elizabeth Buckminster Dwight.

(VII) Grace Ashburner Sedgwick, daughter of Charles and Elizabeth Buckminster (Dwight) Sedgwick; married Charles Astor (1) Bristed as his second wife.

SCHURMAN, Dr. Jacob Gould,

Ambassador, Educator, Litterateur.

In the strenuous days of World War reconstruction in Germany the United States is fortunate in having as ambassador in the Berlin post a man of the caliber of Jacob Gould Schurman, whose wide experiences in academic halls and international comity have placed him in the front rank of statesmen of the world. The duties of an ambassador to a foreign country are multifarious, yet they relate principally to the negotiation of treaties, protests and representations from the home Government, the protection of lives and property of nationals, and the promotion of trade. Dr. Schurman's main concerns, as the layman may surmise from the news of the day, are to assist in healing Germany's war wounds and in restoring the country's status as a trading Nation so she may meet her urgent needs at home. Ordinarily, in peace times, with no cirrhus clouds of war being blown out of the skies, this station is one of the most difficult and interesting in the foreign service of the United States, but it assumes added importance in consideration of the extra work that must be done to insure that the country he represents shall receive a fair part of the German trade in competition with countries that are geographically in the next-door-neighbor class. A nation is judged no more surely by any standard than by the personality and ability of its ambassadors, hence it may be inferred from the amount of trading the United States and Germany have done under agreements reached since Dr. Schurman assumed his duties in 1925 that he enjoys a gratifying measure of popularity. Further projects that are now in a formative state may be expected to ripen under his administration, to the end that in Germany as well as in every other quarter of the globe American industry and culture, as before the recent conflict, may make themselves felt. Dr. Schurman is additionally well equipped for service in Europe from the fact that he brings to it a ripe experience of the Orient and the Balkans through previous diplomatic connections in those spheres.

Dr. Schurman was born May 22, 1854, at Freetown, Prince Edward Island, mouth of the St. Lawrence River, Canada, the son of Robert and Lydia Schurman. On his paternal side he was descended from the New York Dutch family of Schurman, which settled at New Rochelle, New York, in the early part of the eighteenth century; and on the maternal side he was of English extraction. At the time of the American Revolution one of his line, Jacob Schurman, was a pronounced loyalist in the service of King George III.

Jacob Gould Schurman received his preliminary education in Canada, in 1875 won the Canadian Gilchrist scholarship to the University of London, and pursued his studies in that institution, dividing three years between it and Edinburgh. In 1877 he received the degree of Bachelor of Arts from the University of London, and proved such an apt scholar that in the following years he won his Master of Arts degree. He studied in Paris and at the University of Edinburgh in 1877-78, and in 1878 was the only student to re-

ceive the degree of Doctor of Science from the University of Edinburgh. The Hibbert trustees immediately elected him to fill their traveling fellowship (at that time, perhaps, the most besought scholastic honor in the world), which was in competition among the graduates of all higher institutions of Great Britain and Ireland. Since he had already had an experience of a number of months at Paris, he now went into Germany, where as Hibbert Fellow he spent two years at the Universities of Heidelberg, Berlin and Goettingen, and during this period spent his holidays in Switzerland and Italy, covering the years 1878-80. He made his major study German philosophy, and mingled in fraternal relationship with its leaders. Science and literary lectures completed his course. Returning to America with a wealth of experiences, he became a professor in 1881-82 at Acadia College, Nova Scotia, where he taught several subjects, especially literature and economics. Seeing a better opportunity, he transferred to Dalhousie College, Canada, in 1882, where he taught until 1886 as professor of metaphysics and English literature. He married during this period, and thereupon his career may be said to have started, for when he left Dalhousie it was to cross the American border as professor of philosophy at Cornell University; and it should be noted that he was then only thirty years of age. A new school of philosophy having been established at Cornell in 1890, he was made dean of it, a fitting testimonial to his scholarly attainments. Henry W. Sage gave $260,000, the institution appropriated subsequently nearly the same amount, and splendidly accoutered with facilities for teaching ethics and philosophy, he advanced with rapid strides. In 1892, although he was only thirty-eight, the trustees unanimously elected him president of Cornell University, and his name has since been indissolubly linked with that famous institution of learning. For twenty-eight years, until 1920, Dr. Schurman remained president, during which period he obtained leave on occasion to fill some post of honor at home or abroad, and on his return resumed his seat at the university. Thus he became president of the first Philippine Commission and spent most of 1899 in the Philippine Islands under appointment from President William McKinley, a report of which work to Congress filled several volumes and laid the foundation for the administration of William H. Taft as the first civil Governor. In 1912 and 1913 he was United States minister to Greece and Montenegro, so that he obtained a fine view of Balkan diplomacy and some of the underlying causes of the World War. In 1914 he was appointed Stafford Little lecturer at Princeton University, Princeton, New Jersey, and to the student body of that institution gave the benefit of his remarkable experiences. On the outbreak of the World War he set himself squarely against German militarism, and in a series of powerful articles and from the platform espoused the cause of the Allies, a service which he duplicated for the United States when this country entered the war. In 1917 Dr. Schurman served as vice-president of the New York Constitutional Convention. In 1917 and 1918, during the period the United States participated in the World War, he was a member of the New York Food Commission, and in this position brought to bear with great effect his knowledge of economic conditions. He was made editor of the "Philosophical Review," and contributed many articles to the press on a wide variety of subjects.

He is the author of the following works, which have attained a deserved popularity: "Kantian Ethics and the Ethics of Evolution" (1881); "The Ethical Import of Darwinism" (1888); "Agnosticism and Religion" (1886); "A Generation of Cornell" (1898); "Report to Congress of the Philippine Commission," joint author, four volumes (1900); "Philippine Affairs —A Retrospect and Outlook" (1902); "The Balkan Wars" (1912-13); "Why America is in the War" (1917). He has received the following honorary degrees: Doctor of Laws from Columbia University, 1892; Yale University, 1901; the University of Edinburgh, 1902; Williams College, 1908; Dartmouth College and Harvard University, 1909; Brown University, 1914; the University of Pennsylvania, 1917; and the University of Missouri, 1921.

President Harding appointed Dr. Schurman in 1921 Envoy Extraordinary and Minister Plenipotentiary to China, and he served from June of that year until May, 1925. President Coolidge sent him to Berlin in 1925 in a shift which took Charles E. Hughes out of the post of Secretary of State by resignation, brought Frank B. Kellogg to that place from the Court of St. James at London, and dispatched Alanson B. Houghton from Berlin to London. Since June, 1925, he has been Ambassador Extraordinary and Minister Plenipotentiary to Germany.

Dr. Schurman married, October 1, 1884, Barbara Forrest Munro, daughter of George Munro, the well-known New York publisher, and seven children have blessed their union: 1. Catherine Munro, married Raymond Ware. 2. Robert. 3. George Munro. 4. Helen, married John Magruder. 5. Jacob Gould. 6. Barbara Rose. 7. Dorothy Anna Maria.

GWYNNE, Charles Thomas,

Chamber of Commerce Executive.

Connected with the permanent staff of the Chamber of Commerce of the State of New York for over three decades, Mr. Gwynne has risen during this period to the highest permanent office maintained by this organization, that of executive vice-president, to which he was elected in 1924. In this important and influential position, as well as in that of secretary, which latter he had held for the preceding nine years, he has shown unusual executive ability, tact and vision, and has made valuable contributions not only to the growth and ever increasing influence of his organization, but to the commercial, financial and industrial development and prosperity of the State of New York and of the country. He was also effectively active in the civic life of Orange, New Jersey, where he made his home for a number of years, is a member of several clubs and societies, and is interested in art, history and outdoor life, thus representing a well-balanced type of high grade and useful citizenship.

Charles Thomas Gwynne was born in New York City, July 12, 1874, a son of Charles and Sarah Price (Jones) Gwynne. His father, a successful rubber merchant, was born in Welshpool, Wales, September 2, 1836, and, after having been a resident of his native town and later of Liverpool, England, came to New York City about 1865. Mr. Gwynne was educated in the elementary and high schools of New York City, and of East Orange, New Jersey. In 1889 he became connected with the Edison Phonograph Works, Orange, New Jersey, with which company he remained for some years. Later he was associated with the United States Express Company and with the Pratt &

Engr'd by Campbell N.Y.

Chas. D. Gwynn

Whitney Company, until, in 1894, he joined the executive offices of the Chamber of Commerce of the State of New York. With this important organization he has continued since then, occupying successively various executive positions of ever increasing responsibility. In 1909 he became assistant secretary, in 1915 secretary, in 1922 vice-president and secretary, and in 1924 executive vice-president, and as such the salaried executive head of the organization. From 1898 until 1907 he was a member of the 23d Infantry, New York National Guard, of Brooklyn, New York, and he also holds the rank of major, Military Intelligence Officers Reserve Corps, United States Army. In politics he is independent, and he has served very effectively as playground commissioner of the city of Orange, New Jersey. He served as president of the Home School League of the Oranges and is a member of the New England Society of the Oranges of which he is also a past president; St. David's Society; Racquet Club, Washington, District of Columbia; Army and Navy Club, New York City; Men's Faculty Club, Columbia University, New York City; New York State Historical Society; New York Historical Society; American Arbitration Association, of which he is a director; Rip Van Winkle Golf and Country Club, of which he is a member of the board of governors; Museums of the Peaceful Arts, of which he is a trustee; and Metropolitan Museum of Art. He finds his recreation chiefly in fishing, hunting and horseback riding.

Mr. Gwynne married, in Brooklyn, New York, September 20, 1900, Lilian Eade, a daughter of George Eade, the latter American manager of Thomas Cook & Son. Mr. and Mrs. Gwynne are the parents of three children: Dorothy E., now Mrs. William M. Wilson, of South Carolina; Charles Allan and John Thomas.

KINNEY, Abbott,

Man of Varied Activities.

A life unique, indeed, for its varied activity and achievement was that of Abbott Kinney, who at the time of his death in 1920 had been for forty years intimately identified with the development of Los Angeles County, California, in almost a score of ways. He was the president of three mercantile concerns and a railway company, builder and proprietor of Ocean Park and Venice in America, of an aquarium and a biological station, for ten years the president of the Southern California Academy of Sciences and an official in numerous organizations of a similar nature, proprietor and publisher of "The Los Angeles Saturday Post," to say nothing of being the author of several books and the very active owner of a California ranch.

Abbott Kinney was a son of Franklin Sherwood and Mary (Coggswell) Kinney, both descendants of old Colonial families, and was born at Brookside, New Jersey, on November 16, 1850. He lived for several years of his youth in Washington, District of Columbia, with his uncle, James Dixson, who was then holding office as United States Senator from Connecticut. After studying in this country, young Mr. Kinney had the advantages of travel and study in Europe, becoming a student at Heidelberg, Germany, for a time, and also in France and Switzerland. Upon his return, he entered the tobacco business with his brother. He was one of the first American manufacturers to compete successfully with the street venders, establishing the well-known brand of Sweet Caporal cigarettes, and in this connection he operated in

Egypt, Arabia, Turkey, and Greece. During the Crimean War he cornered the tobacco market of the world, operating in London, England, which city was then the center of the tobacco market of the world, as it is largely to this day. The result of the strain of this effort affected his nerves, and for the succeeding ten years he spent all of his time in travel in recuperating his health. Travel and study in foreign countries proved both congenial and beneficial to Mr. Kinney, who occupied his mind during this period by making exhaustive studies of the weather and in preserving thousands of records and observations.

In 1880 Mr. Kinney landed at San Francisco and because of snow blockades went to Southern California, which with its superb climate so won his heart that he decided it should henceforth be his home. He bought a great tract of land in the vicinity of Sierra Madre and threw himself with vigor and enthusiasm into its improvement. In 1883 he was appointed a special commissioner with Helen Hunt Jackson to investigate the conditions of the mission Indians of Southern California. The two commissioners toured the State in a spring wagon, and it was thus that Miss Jackson obtained the material for her famous novel "Ramona," which was the outcome of her intense sympathy for the Indians and her realization of the wrongs they had suffered. The San Gabriel Indians made the two comissioners many presents, taking great care that each should receive an equal share. Those given to Mr. Kinney were for many years on public exhibition in the museum and aquarium established by Mr. Kinney at Venice, but were destroyed in the great fire of December, 1920. Helen Hunt Jackson wrote a story called "Hunter Cats of Connorloa" about Abbott Kinney and his ranch at Kinneloa, giving the fictitious name of Mr. Connor.

In 1873, Mr. Kinney had served as an officer of the United States Geological Survey, and now, in 1884, shortly after the creation of the California State Board of Foresters, he was appointed chairman of that body, and appointed Richard Olney and John D. Spreckels to serve, and he served as such for a period of three years, during the term of Governor Waterman. The report of this board (which was later published) was one of the most thorough and complete ever compiled on the flora of California, and was in great demand by the lumbermen, its sale bringing the record price of $25 a copy. Its value today has not lessened, and it is still in great demand. This was the first of a number of important posts which he filled in connection with his keen interest in forestry. He served as chairman of the Board of Commissioners of Yosemite Valley under the appointment of Governor Budd, and as chairman was responsible for breaking the monopoly which controlled the park through hotel and stage coach interests, and by so doing opened the famous park to the general public. He was president of the Southern California Pomological Society from 1882 to 1892; president of the Southern California Forest and Water Societies from 1896 to 1909; and also served as vice-president for California for the American Forestry Association, as vice-president of the Water and Forestry Association of Los Angeles County, and president of the California Forestry Society. He published a number of pamphlets and two books in this field of research, the books being entitled "Eucalyptus" (1895), and "Forest and Water" (1901). The word "Eucalyptus" is from the Greek, and means "that which is hidden," or "well-covered," and is ap-

plied to the tree of that name on account of the cap or sheath which hides the bud until the blossom expands and casts it off. In 1896, Mr. Kinney donated to the University of California an experimental station of thirty acres located in the Santa Monica Canyon near Los Angeles, for the study and local propagation of the eucalyptus tree. He imported from Australia every known variety of that tree (approximately 160), and on this property (now, 1926, the home of the Uplifters' Club), thousands of eucalyptus seedlings were grown and furnished free of charge to all Californians who applied for them. Eucalypti are especially adapted to the soil and climate of California, and thus grew rapidly. Mr. Kinney spent much time and money in this direction, and became the foremost Eucalyptus tree authority in the world. This magnificent tree, which grows larger than any other tree, is noted for its various medicinal properties and for its many industrial and commercial uses. It was entirely due to the foresight, interest and unflagging energy of Mr. Kinney that Eucalypti were introduced into California. The Eucalyptus tree, while indigenous to Australia and Tasmania, has also been successfully introduced, says the "Encyclopedia Britannica" (Eleventh Edition, Vol. IX, pp. 867-68), into the south of Europe, Algeria, Egypt, Tahiti, New Caledonia, Natal and India, and has been extensively planted in California, and, with the object of lessening liability to droughts, along the line of the Central Pacific Railway." From 1890 to 1900, Mr. Kinney held office as president of the Southern California Academy of Sciences, and took a keen interest in all matters pertaining to the advancement of science, not only during this period, but throughout his life. He was largely instrumental in breaking the monopoly of refrigerator cars used in railroad transportation of fruits grown in California, and controlled by the Earl Fruit Company. He forced a reorganization of the California Fruit Exchange, and thereby forced the railroads to abandon the viscious habit of rebating freight charges, securing as a result a proper allocation of refrigerator cars for the various packers and growers of fruit. In association with others, Mr. Kinney introduced into the United States the now widely used Australian ballot, writing many pamphlets on this subject. He was a firm believer in and an ardent advocate of free trade, and his many articles on this, as well as on political and economic subjects, are valued today for their wise viewpoint and wealth of business acumen. He was one of the founders and assisted in the organization of the Sierra Club, formed for the purpose of preventing timber robberies by the big lumber companies, and the setting aside of such National Parks as Yosemite, Giant Forest, etc., as well as for the purpose of controlling the pasturage of cattle and sheep. The famous John Muir was associated with Mr. Kinney in this movement, both men being charter members. Mr. Kinney was the builder and proprietor of the Venice-of-America Aquarium for California Coast fishes and also of the Venice Biological Station of the University of Southern California. In connection with the foregoing, David S. Jordan, at Mr. Kinney's suggestion, published in "The Los Angeles Saturday Post" the most exhaustive articles ever prepared on California fishes.

In 1894, Mr. Kinney founded Ocean Park, and ten years later, in 1904, Venice of America, one of the most noted amusement resorts of Southern California. In addition to these commercial enterprises he served as president of three mercantile concerns and a railway company, and

after 1900 owned and published "The Los Angeles Saturday Post." The bound files of this newspaper are in the possession of the historical department of the Los Angeles Public Library. In spite of all these numerous and varied interests, Mr. Kinney found time to write several books, chief among which, in addition to those on forestry previously mentioned, are "Tasks by Twilight" (1893); "Conquest of Death" (1893), and "What Men Do for Their Nerves" (1911). He was president of the first Library Board at Santa Monica, and one of the founders of the Public Library in Pasadena, California.

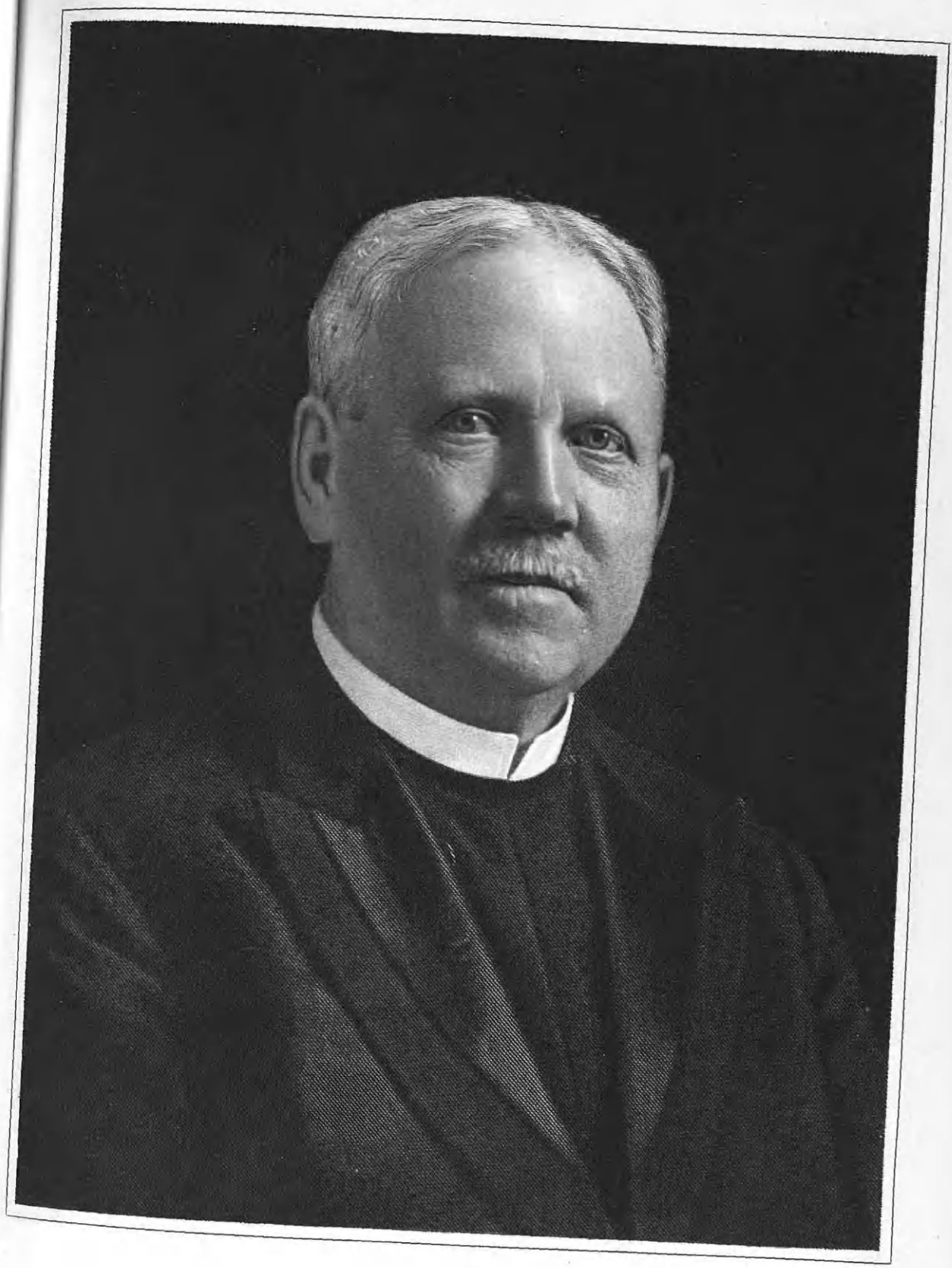
Abbott Kinney was married (first) on November 18, 1884, to Margaret Thornton, a daughter of James Dabney Thornton, of San Francisco, former Justice of the Supreme Court of California. He was married (second) to Mrs. Winifred (Harwell) Kinney, a daughter of Courtland Harwell. Mr. Kinney was the father of four sons, all of whom are now (1926) active in the management of the Abbott Kinney Company, as follows: 1. Thornton, of further mention, president of the concern. 2. Sherwood, who serves as vice-president. 3. Innes, a member of the board of directors. 4. Carlton Kinney, secretary and treasurer, and also acted for a period as superintendent of construction, and as president of the Western Feeding Company. Abbott Kinney died on November 4, 1920, just a few days before his seventieth birthday, and was buried at Santa Monica beside his first wife and his deceased children. The funeral sermon was preached by the Rev. C. W. Hollister, rector of the Church of the Good Shepherd. Mr. Kinney's many activities had made for him a veritable host of friends, and his death occasioned keen regret throughout Southern California.

Thornton Kinney, eldest son of Abbott Kinney, was born in Santa Monica, on October 16, 1886, and received his education in the public schools and Throop Polytechnic Institute. Upon the completion of his scholastic work he assumed charge of the Kinneloa Ranch (*—loa* meaning "mesa" in Hawaiian) for ten years and also served as secretary of the Abbott Kinney Company, of which he is now the chief executive. He is also president of the Venice Railway Company, the Venice Consumers' Water Company, which is a consolidation of all water companies in Venice. He was formerly president of the Venice Investment Corporation, which company controlled the following theatres located in the various beach cities: The Capitol and Art, in Redlands, California; Metropolitan, in Hermosa; Neptune, in Venice; The Dome, in Ocean Park; Criterion, in Santa Monica; and the Inglewood, in Inglewood. This corporation has since been acquired by the West Coast Theatres. During the late World War, Mr. Kinney served in the Merchant Marine. He is a staunch Democrat in politics, and is an active member of the Venice Chamber of Commerce, the Brentwood Country Club, and the Westward Ho Club, of which last-named organization he is the present president.

ARNOLD, Rev. Charles London,

Priest.

For nearly forty years a priest of the Protestant Episcopal Church, Rev. Charles London Arnold was widely known in his later years as the founder and general manager of the Arnold Homes for Old People at Detroit, Michigan, where had been the scene of his ministerial and philanthropic service for more than three decades. His was a singularly beautiful and helpful life. He was known in the United States and Can-



O. L. Arnold

ada as a vigorous and gifted preacher, possessed of literary talent and student powers of a high order, and a remarkable organizer. He had that uncommon but invaluable combination of keen insight, quick estimate, and sound judgment which we call sagacity, and which in matters lying outside the pale of Divine Revelation, where reason is the proper and only guide, enabled him to appeal so effectively to the common sense of men. Above all, was he led by his philanthropic spirit into a large enterprise unique in its conception, remarkable for the execution of its mission and for the immeasurable benefit to the city of Detroit and the State.

Charles London Arnold was born in Louisville, Kentucky, October 14, 1854, and died in Detroit, Michigan, February 25, 1925, son of the late James Patterson and Emma (Tanner) Arnold. His father was a prosperous manufacturer of rope and bagging for baling cotton, doing a thriving and highly profitable business with the cotton growers of the South up to the breaking out of the war, by which he suffered the destruction of his business and the loss of a considerable fortune. This misfortune changed totally the prospects of the son. From fourteen years of age he struggled with poverty to gain a college education.

He entered the Jubilee Preparatory School and later Racine College, where he was prepared for Hobart College in Geneva, New York. He was graduated from Hobart College in June, 1875. He was the valedictorian of his class, later receiving the degree of Doctor of Philosophy. He took a post-graduate course in the years 1875 and 1876; also a course at the Delancy Divinity School. While attending Hobart College he was largely influenced by Rev. Dr. Stephen Perry, who at that time was rector of Trinity Church at Geneva, New York. Dr. Perry later became Bishop of Iowa. Through Bishop Perry's influence, Mr. Arnold finally entered the ministry of the Episcopal Church.

Mr. Arnold married, December 3, 1875, at Geneva, New York, Lurana M. Richardson, born December 19, 1857, in Meadville, Pennsylvania, daughter of the late Rev. Chester Chever and Ann Eliza (Rabell) Richardson. She was reared in Geneva, New York. Her father was a Universalist clergyman, a native of Le Roy, New York, and of English (Plymouth Rock) ancestry. Her mother, a descendant of an old English family, was a native of New York State. To Rev. Charles London and Lurana M. (Richardson) Arnold was born one daughter, Mabel Edna, who married John T. Thompson, a grocer and former Councilman of the city of Detroit.

An account of his early career must follow as he valued those years, and often remarked he could not have succeeded as he did later without it. His gift as a ready-speaker was a great asset. Hence, the experience of these years from the time he left his *alma mater* until his entrance into the ministry must follow.

In the spring of 1876 he returned to Louisville with every intention of preparing for the bar. In the meantime, he found it impossible to go on with his preparation for the bar because of financial reasons. September, 1876, he returned North and entered upon his duties as superintendent of public schools in Tidioute, Pennsylvania, in the oil regions of Pennsylvania. During the second year of his professorship he brought before the County Institution, assembled at Warren, Pennsylvania, the original idea of manual training in the public

schools, out of which grew the Tidioute chair factory, which is still in existence, greatly enlarged. In 1880 he was elected superintendent of public schools at Kittanning, Pennsylvania, this giving him a larger scope for his work. During these eight years he was also preparing to enter the bar of the State of Pennsylvania. The summer of 1884 he was prevailed upon to enter the bar and newspaper work at Warsaw, New York.

He was a staunch Democrat, naturally, as he hailed from the State of Kentucky. At Warsaw he became the editor and published of "The Democratic Review." As the editor of this newspaper he was brought prominently into the first Presidential campaign of Grover Cleveland. He was chairman of the Senatorial Convention held at Batavia, New York. He stumped Western New York for Cleveland and Hill. The spring of 1886 Mr. Arnold went West to edit and publish a newspaper at Wilton, Iowa.

Finally, at this time in his career through the constant urging of Bishop Perry, of Iowa, he surrendered most of this world's goods, entered upon his preparation for the ministry at Davenport, Iowa, taking a professorship of Latin and Greek at Griswold College; also holding the same chair at Berkeley Divinity School at a salary of forty dollars a month. He and his family barely eked out an existence during his preparation. November 7, 1886, he was ordained deacon at the Cathedral at Davenport. Bishop Perry's keen interest in his welfare permitted him to spend the six months between his ordinations, as minister in charge at Galena, Illinois. Ash Wednesday, 1887, he entered upon these duties. He returned to Davenport for his ordination to the priesthood on All Saints Day, May 18, 1887. On July 4, 1887, he was called upon to make an Independence address. This was no small honor, as Galena was the oldest town in Illinois. It has been said that no other small town in the State, or in the country contributed so many distinguished men to the country and its interest. His rectorship at Galena was of short duration. He was called in November, 1887, to return to the South as rector of St. Paul's, Wilmington, North Carolina. Mr. Arnold met with great success, here building a new church and otherwise putting an old dead parish on its feet once more. He did a splendid missionary work awakening old parishes throughout the diocese of East Carolina.

His third charge was at St. Stephen's Church at Goldsboro, North Carolina, November, 1890. This charge was of short duration, he having been urgently called three times to the rectorship of St. Peter's Church, Detroit. Finally, after six months, he entered upon his duties as rector, September 6, 1891. St. Peter's, in rank of importance of Episcopal churches, stood eighth with less than 200 communicants. It became third, due largely to his ability as a brilliant preacher and organizer. He continued his missionary work upon his entrance as rector of St. Peter's. He again revivified churches, one of the most prominent was the reopening of the little Episcopal Church at Dearborn, now one of Detroit's best suburbs. This church had been closed for more than twenty years. It has ever prospered since that time. Several missions of the city were organized during his rectorship at St. Peter's. They are large and flourishing parishes today.

Mr. James E. Scripps, the generous donor of Trinity Reformed Episcopal Church, wished to return with its members to the fold of the Episcopal Church.

He turned as many more did to him in their hours of need. Mr. Arnold's untiring efforts brought this to pass. This caused much hard comment from some of his fellow clergymen, they not being in sympathy with the move. He prepared a brief, at the request of the Bishop of the diocese, to present to the general convention, whereby all reformed churches should come back to the fold.

During all these busy years, especially, he took and kept a fatherly interest in young men, particularly those whom by example and council he influenced to prepare for the Christian ministry. He was often heard to speak with happy satisfaction of "my boys," some of whom like St. Paul he had begotten in Christ for the church; also one young woman, a deaconess, made her life work of richest blessing as a missionary in the Philippines.

Thus he reproduced and handed on his ministry, which will continue to serve on earth, long after he departed to his Heavenly reward. Having died in the Lord, thus his works follow him.

He was called upon to preach in the neighboring diocese at the Coronation Sermon of the Free Masons in honor of King Edward VII at Leamington, Ontario, in June, 1902. Quoting from the Leamington papers: "For nearly an hour and a half the speaker held the audience spellbound by his eloquence and earnestness."

Dr. Arnold preached at many of the Canadian border cities, always bringing forth much comment of his exceptional brilliant powers as an orator, a profound thinker and interpreter of God's message in a most pleasing manner. Several times he returned to the Diocese of East Carolina as missioner. At Charlotte, North Carolina, he met with unusual success. Quoting from the Charlotte paper: "At the close of a ten days' mission, Dr. Arnold, yet in the prime of young manhood, has attained such success, which comes to so few men of God so early in life."

A mission held at St. Matthew's Church, Brooklyn, New York, was attended with highest possible success. It was stated that such an awakening had seldom been felt. All were inspired by his eloquent words, his endeavor to interpret the gospel, as a true disciple of Christ.

During his sixteen years as rector of St. Peter's, that church was rebuilt three times. His popularity was felt far and wide, not only in his work at the church, but throughout the city.

Dr. Arnold was one of the arbitrators in settling the strike at Pingree & Smith Shoe factory in the early nineteens, he being third arbitrator. His gift as a pleasing talker, as in the past, caused him to be called upon to address many public gatherings, among the most prominent was the Hoo Hoo Order (Lumbermen) convention. He made a great address. At the close of that convention he was made honorary member. He probably welcomed more conventions than any other private citizen in Detroit. Dr. Arnold was a man of large literary attainments, he being chosen with C. M. Burton and George Catlin to compile the historical section of the program of the two hundredth anniversary of the founding of the city of Detroit. He was a poet of no mean ability, having written many beautiful and touching poems.

Dr. Arnold's reputation of being a ready and sympathetic listener to all who came to him first brought him into connection with the founder of the Visiting Nursing Association of Detroit, he being its first president, holding this office for six years:

said to be the only man to have held this office in the United States. The founder of the now Michigan Children's Home found refuge in his kindly heart. He assited her with the establishing of this noble work. He was ever ready to help all he met upon the pilgrim's way.

Other philanthropic work he endeavored to establish failed because it was impossible to find men interested enough to accomplish this. A Boys' Hotel, which would care for boys from fourteen to eighteen with no homes, allowing them to live in pleasant surroundings, and give them a Christian environment, was one of his projects which failed to materialize. If this had been accomplished and had grown with this great city, today it would have been a mighty factor in the problem of caring for boys and young men. The great Jacob Reis, of New York, reformer, writer and philanthropist, said of the project: "It would be a thing of great benefit and importance, a most original idea. I think of none better."

The late Dr. Thomson Jay Hudson, the author of "The Law of Psychic Phenomena," dedicated his last book, "The Law of Mental Medicine," to him.

He and his parish were prominent in the Red Cross work done during the Spanish-American War. It was he who read the beautiful Episcopal services at the Light Guard Armory, where he paid tribute at the last sad rites of Miss Ellen May Tower, Spanish-American nurse, styled "The Sister of Liberty."

His efforts to purify the city morals were outstanding in the history of the city of the early nineties, as the files of the newspapers will reveal. He plead for the city's needy poor, went to the State Legislature to urge the Sunday closing of baseball, and the placing of the Bible in the public schools. He was largely instrumental in the closing of the most wicked vice, the gambling at the race track, and many other civic laws for Christian uplift.

During the last years of his rectorship at St. Peter's he published a remarkable book with a new theory of the universe, "Cosmos the Soul and God," a monistic interpretation of the facts and findings of science. At the time of his death he had practically completed his last book entitled "The Life Beyond."

In 1907 the Arnold Homes had grown to such a proportion that it was necessary for him to resign his rectorate to give more of his personal touch to this noble work, and his literary efforts. With his usual faith in God, that He would provide a way for him to make a livelihood, Dr. Arnold and his family took up their abode at the homes, at 110 Fort Street West, this being where they labored together to accomplish his purpose to make the Arnold Homes an institution of permanent worth to the city. He received no salary for the time he gave to the Homes. It has been said of him that he was one of the greatest humanitarians the world has ever known because he gave his all freely for this philanthropic work.

At this time and for a number of years he wrote the Inter-Denominational Sunday School leaflet, published weekly in the Detroit Journal, and which was used in many of the Sunday schools throughout the State.

He was a member of the Detroit Board of Commerce thirty-second degree Masons, the American Historical Association, the American Archeological Society, Medico-Legal Society, Theta Delta Chi and the Michigan Authors' Association.

He was a charter member of the Michigan Authors' Association, the president for six years. Quoting from a letter at

the time of his death from Dr. George Fuller, of the Michigan Historical Commission, the now president: "I cannot associate a man like Dr. Arnold with death. The great personality of the universe, in whom our personalities live and have their being, is taking care of it all. Dr. Arnold's life, like the accents of a sweet love, will long vibrate in memory. He was among those who bring love into their homes and loyalty and integrity into their citizenship. 'But none knew him but to love him, and none will name him but to praise.'"

In 1911 he was requested to take temporary charge of St. Stephen's Parish, which was in a very depleted condition. They had called a rector, who not being a church resuscitator, he had resigned at the close of a month. Dr. Arnold received an unanimous call, and after several years of successful ministry, united this strong and prosperous parish with a mission in 1916, remaining in this larger work one year.

During the following year he became associate rector of Trinity Church, due to the illness of its rector. Thus he ended his life work of the ministry in the parish, combining his ministry with his philanthropic work.

October 14, 1924, Dr. Arnold administered his last rite as a clergyman of his beloved church, officiating at the marriage of the youngest of three sisters, having formerly married the others. He officiated at their mother's death several years ago.

Charles London Arnold had a strong personality, a noble Christian character, undaunted courage, tireless industry and devotion to great principles. Few men in modern times have so completely won the hearts of the people as Dr. Arnold had by his transparent sincerity, his unaffected goodness, and unbounded human sympathy.

He passed to the life beyond on Ash Wednesday, February 25, 1925. This was a remarkable coincidence, his entrance into the ministry having occurred on Ash Wednesday, 1887. At the request of the vestry of his former parish, St. Peter's, the service held in that church was a great tribute to him. It was fitting that, after severing his connection with that parish eighteen years before, such resolutions as the following should be passed:

"During the sixteen years he was Rector at St. Peter's, he endeared himself to his people by his genial personality, his earnest work as pastor and his ability as a preacher.

"He took more than an ordinary interest in the sick and older people. It was during his last years as rector of St. Peter's that he laid the foundation and inaugurated the Arnold Homes, to whose care he devoted the later years of his life. We place on record here our appreciation of the ministry of the Rev. Charles London Arnold to the people of this parish, and the larger communities of the city of Detroit. As pastor and friend, he has left as memory a long record of ministry which will ever remain an endearing memorial of his life."

This memorial most fittingly may be concluded with the tribute made by the Michigan Authors' Association:

TO THE IMMORTAL MEMORY OF REV. C. L. ARNOLD.

Men of all kinds we meet from day to day,
The rich, the poor, along life's busy way;
Some wedded to their business some to art,
Some follow idle sport with all their heart.
At times we meet a consecrated man
Who does for others all the good he can;
We doff our hats and say of such a one,
"We love him for the good that he has done!"

In reverent mood we gather here today
To honor him who lately passed away,

Who freely gave his noblest and his best
To aid the poor and succor the distressed.
Through good and evil fortune, year by year,
He pressed on to the goal to him so dear:
A daily feast for hungry mouths to spread,
A roof to shelter every aged head!

Freely he gave his talents, means and time
Unto fulfilling of his task sublime;
Leaving his home and family so dear
To bring to darkened lives new joy and cheer!
For all beneath the shades of earthly woe
Brothers and Sisters were to him, we know;
Gladly he took their hands in sweet accord
'Neath gracious Fatherhood of God the Lord!

He gave unto the task the best in him,
Till strength and vigor failed, and eyes grew dim;
But as we sit 'mid summer flowers in bloom
We feel his spirit with us in this room!
Then let us speak his praises full and free
In earnest tribute to his memory;
And loving friends re-echo, every one,
"We love him for the good that he has done!"

Detroit, May 24, 1925. PETER GRANT.

The Arnold Homes—The great philanthropic institutions founded by the late Rev. Charles London Arnold, and quite properly named for him, the Arnold Homes, had their beginning as such in December, 1899, when some half dozen aged people, who had been cared for in different parts of his parish by Dr. Arnold, then rector of St. Peter's Protestant Episcopal Church, Detroit, Michigan, were brought together in a haven of refuge, in the former residence of the Episcopal bishop, No. 226 West Fort Street, Detroit. This move was made so that the founder and manager might with greater facility look after the needs of his charges. It was soon noised abroad by well meaning friends that Dr. Arnold had embarked upon his enterprise in a more centralized form.

Within a month of the time of the opening, all the accomodations in the Home were taken, showing the great demand at the time for such an institution.

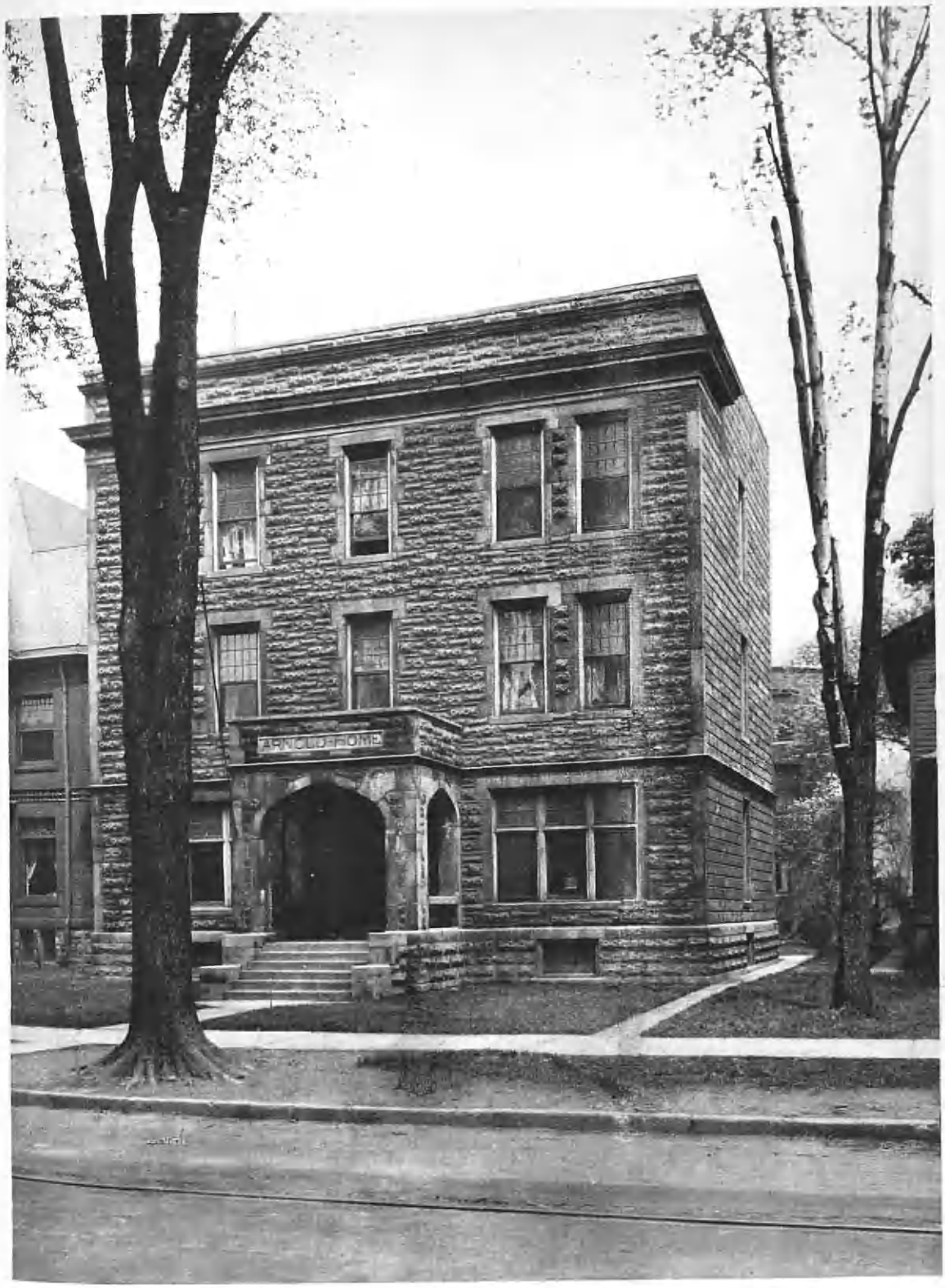
In January, 1901, the corporation of the Arnold Home for the Aged and Hospital for Incurables was organized under the laws of the State of Michigan. Fifteen gentlemen of high standing in the commercial and professional life of the community constituted the board of trustees.

May, 1902, it was found necessary to provide a more commodious place, and at the request of the founder, the trustees of the estate of the late Henry P. Baldwin gave to the corporation the free use of the residence of the late Governor, on the corner of Cass and Fort streets. Some seventy-five people were housed here.

About this time, the corporation came into possession of a bequest of the late Mrs. Hanna Titus of this city, amounting to nearly $6,000. A little later, in May, 1901, a residence at No. 114 Selden Avenue was purchased for a home for aged ladies. This building had accommodations for about twenty persons. It became necessary within the following year to enlarge the same, and as money had been received from those who had bought life homes in the institution, an addition was built with accommodations for about twenty more. To this building, successive additions have been made, until now it is able to accommodate a few more than eighty inmates.

In November, 1908, it again became necessary to remove from the building at No. 110 West Fort Street, as Baldwin estate trustees had leased the property for business purposes. The Corporation, through its founder, again procured a place to transfer its members under the same terms as the Baldwin estate, to the residence of the late Peter Henkel, at No. 706 West Fort Street.

This building was in such condition that to make it a proper abode for the inmates it was necessary to expend some two thousand dollars in repairs. This not only involved an added expense, but a curtailment of the income, as only forty



ARNOLD HOME
DETROIT, MICH.

people could be housed, for the house was smaller than the Baldwin home.

The Henkel estate disposed of the property in 1916, again making it necessary to move. At this time the board of trustees thought a permanent home should be purchased. Dr. Arnold then received the great assistance of "The Detroit Journal." The public answered the S. O. S. call for help. Some $16,000 was raised. This amount was inadequate to purchase the property at No. 15270 Grand River Avenue and pay for remodeling the building. It was necessary to put a mortgage on the Selden home, also to carry one on Grand River. This put much expense of interest and smaller provision for caring for the old people. At this time the Detroit community came to the assistance of Dr. Arnold and his noble work.

In the face of all these exigencies, Dr. Arnold's faith never wavered, and his zeal and enthusiasm were communicated to the board of trustees and the coöperating staff. With renewed courage he pursued his way undeviatingly, always with the goal in mind of obtaining better and larger quarters to meet the ever-increasing demands of those who would enter the homes. In the two homes that then were in existence there were gathered some ninety men and women, many of them bed-ridden. To quote from Dr. Arnold's report given on the twentieth anniversary of the incorporation of the Arnold Homes: "It was the object of the homes from the first to care especially for the aged, sick, and incurables of all ages who were not generally accepted by the general hospitals or other homes for the aged.

"From the beginning we have cared for an average of one hundred persons yearly, a number of whom have been life members. We have, from the beginning of our work, received those who were not financially able to purchase life homes, as boarders, for whose support friends or relatives could pay a few dollars per week, also some charity patients. It will be seen that the Arnold Homes do not duplicate the service of other homes of the city."

The institutions founded by Dr. Arnold were both practically self-supporting until the period of the high cost of living swept the country. The Arnold Homes successfully weathered the difficult situation incidental to the World War, and the corporation was not compelled to curtail its efforts in carrying out its program of service. Strange as it may seem, the management did not press the needs of the home upon the attention of the public through all that harrowing period, despite the many emergencies that arose to tax their courage and wisdom. The elements of faith and hope lifted the manager and his staff over many a hill of difficulty.

Dr. Arnold included in his report these words, which were characteristic of him: "We must at this time, again recognize and acknowledge our indebtednesss to the Community Fund for its aid, without which our work would have been seriously crippled. To those who have so ably, honorably and efficiently managed this beneficent enterprise, and to a generous public, who so amply supplied the funds, our grateful acknowledgment is made.

"Brighter days are before us. Friends are increasing in number as they become better acquainted with our work and its needs, so that now we face the future with confidence and abiding faith.

"Through the assistance of a number of generous benefactors who bequeathed sums to the Home we have erected buildings and bought property amounting to some $500,000."

There are now two home known as the Arnold Homes, a monument to Dr. Arnold's labors, one for aged women, located at No. 456 Selden Avenue, having accommodations for eighty persons; the other at No. 15270 Grand River Avenue, for men. Both homes are equipped for the care of the well and of the sick, and there is an adequate force of competent nurses on duty.

The Arnold Homes are the only institution in this country conducted according to the plan laid down by Dr. Arnold. There is one of the kind in Florence, Italy, founded by an archbishop more than one thousand years ago. The aim of the corporation is to do the largest amount of good, without asking outside assistance—that is, to make the homes altogether self-supporting.

This was the plan that governed the Arnold Homes: "To receive a certain number of persons as life members upon the payment of sums ranging from three hundred dollars to one thousand dollars. This money, which is paid into the hands of the treasurer of the corporation, has been used for the building purposes and permanent improvement of the property. Some expense for repairs and furnishings of the homes was also paid out of these funds when necessary, but not at the present time. Such funds are not available for current expenses, unless, upon urgent necessity, the board shall determine such use of them. These life members, then, place the roof over the heads of all of the members, while the running expenses are paid out of the sums received from boarders in the homes at a rate from twelve dollars to thirty dollars per month. Due to the high cost of living, some changes were necessary in the amounts charged for payment of life members and boarders.

"If the proper ratio is maintained between those who are members for life and those who are boarders, it is seen that the investment on the part of the life members is perfectly safe and the perpetuity of the institution is secured. The property now owned by the corporation is of sufficient value, in case of failure to continue the work, to refund all money paid into the Homes by the present life members of the household."

These remarkable institutions, permeated as they are with the spirit of its late revered founder, are among the happiest of the great city of Detroit. Within its portals the sunshine of love warms the hearts of the aged and cheers the infirm. In these homes many a poor soul has passed his or her declining days with renewed courage and a hope revived for entrance into that larger sphere of love and service and devotion to Him whose spirit moved the founder to plant for them this oasis in life's desert of cares and woe. Thinking in terms of practical Christian charity, in connection with its application in the city of Detroit, one employs the synonym, The Arnold Homes. The richest blessing of the grateful charges and the active sympathy of a responsibe public have made possible the achievement of the goal, which that man of God, Charles London Arnold, steadfastly held before him during his lifetime, and which those, upon whom his mantle has fallen, likewise have always in mind and on their hearts.

> 'Tis only noble to be good
> Kind hearts are more than coronets
> And simple faith than Norman blood.
>
> —*Tennyson.*

Dr. Arnold's last large official act for the home was the causing to be purchased by the board of trustees of a ten-acre tract of land on Seven Mile Drive, just west of

American Historical Body

Engby Finlay & Conn

C A Rand

the Southfield Road. Since his death over ten thousand dollars has been bequeathed to the homes, and still more will follow in this year. These have come to the homes directly from what he has done and been for them. This has enabled the management to bring the work down to the present with but small indebtedness.

The homes now stand at the threshold of a great era in their history. The image of these buildings to be erected is sealed as with his seal in the minds and hearts of those men of beautiful Christian character whom God has raised up to finish his work.

> Not till the loom is silent
> And the shuttles cease to fly,
> Shall God unroll the canvas
> And explain the reason why
> The dark threads are as needful
> In the weaver's hand
> As the threads of gold and silver
> In the pattern he had planned.

RAND, Charles A. A.,

Inventor.

Internationally known as an expert on farm machinery and an inventor both practical and original, Charles A. A. Rand of Chicago, Illinois, was for more than forty-five years associated with the International Harvester Corporation. His successful career was based on a rich and wide experience as laborer, machinist, and expert. He was a practical engineer whose suggestions and inventions were the results of his keen analytical reasoning, supplemented with a wealth of creative instinct. He received medals for his work at the Paris, Buffalo, and St. Louis expeditions.

Charles A. A. Rand was born at Fredericksald, Norway, November 12, 1856, son of Hans Christian and Martinä Anderson. The name of Rand he used in his business life in America because of the confusion resulting from the too-frequent use of Anderson. He was educated in his native country, attending grammar school on alternate days, and finishing at the Hortens Tekniske Skole, at Christiana, a naval school. In 1879 he sought opportunity for success in America.

Because of the handicap of knowing no English, Mr. Rand had to begin work in the United States as a laborer, his first connection being with the Minnie Harvester Company. He soon began drafting in the office and served as machinist and expert. Early, his genius for machine designing displayed itself. In 1890 he joined the Deering Harvester Company, working in the pattern department. Two years later he was transferred to the experimental division, working in that field until 1910, when he was sent to Europe for five years of experimental work. Returning then to the Deering works, he remained there throughout the years until his retirement, save for a subsequent one-year trip to Europe. During this long period of association with the International Harvester Company and its subsidiaries, Mr. Rand designed the following articles of farm machinery: the latest Minneapolis binder and knotter, the Improved Steel, the Pony, and Ideal Binders, which were developed in association with J. F. Steward and others; standardizing bolts, nuts, rivets, etc., and introducing the U. S. S. Thread System in the Deering works; the Deering reaper; the tongue truck and 8-foot binder; the Deering header; redesigning the Deering header-binder; the P. M. O. header-binder; the strippers; the New Ideal harvester and binder; the Type U tongue truck; the Type F castor wheel; three lines of hay rakes in Europe; the present hay press and the potato planter. At the same time he was called on to superintend temporarily the experimental department at West

Pullman and Springfield, to help with the substitution of material in Europe during the World War, and to visit Europe in order to correct a number of small changes made during the war. He reduced the weight of the Osborne binder when it was sold to the Emerson-Bratingham Company. He increased the capacity of the feed mill by changing the plates and obtained a satisfactory quality of grinding by insisting on proper work at the factory. While all these achievements were making progress in the technical world, the public-at-large came to know something of Mr. Rand's work through the awards which came to him at the important expositions held in this country and in Europe during his most active years. He was awarded "honorable mention" at the Chicago World's Fair for his skill in designing and inventing.

Mr. Rand was a member of the Minneapolis Lodge, Free and Accepted Masons, and a communicant of the Lutheran Church.

Charles A. A. Rand married, in 1882, in Minneapolis, Minnesota, Alma Jacobson, born in Norway, daughter of Johannes and Thelia Jacobson. Children: 1. Jerome. 2. Mrs. Margaret Fernow. 3. Walter, deceased. 4. Esther. 5. Minnie, deceased. 6. Mildred. 7. Alfred.

Seventy years, the Biblican number for life's span, were allotted Mr. Rand for the performance of his notable achievements. These years he spent wisely and to enhance the comfort and happiness of humanity. He died in Chicago, July 12, 1926. Thus the advance of that particular branch of engineering science in which he was interested suffered an irremediable loss. He held with unswerving devotion to the ideal that it should be the duty of every human being to add to the sum of human knowledge or to prepare the way for some other to do so. His ideals were not for individuals but for humanity. Not what you are, but what you do, counted with him. He found his chief joy in creating useful machines out of iron and steel, and something of the combined strength and beauty of his own character entered into the products of his hand and brain. He was, moreover, a lovable man, loyal, sincere, and of happy nature, who imparted to the home he so greatly loved the spirit of harmony and devotion which filled him. As the inventor of equipment beneficial to America's most vital industry—farming, he stands as one of the country's greatest benefactors.

PERRY, David Brainerd, D. D.,

College President.

To educational matters in Nebraska, and particularly to Doane College, at Crete, in that State, it was the lifelong privilege and vocation of Rev. David Brainerd Perry, D. D., to devote his constructive powers for the growth and development of learning and of general culture. In his forty years' association with Doane College, of which he had become the executive head, he was remarkably successful in the leading part that he bore in establishing that institution at its present high status; and to him also is accorded a State-wide recognition of his abilities as an organizer and a practical director of associated educational interests. Veteran Western educator and collegian, Dr. Perry, by both precept and example, was instrumental in giving a new impetus for larger activity to religious and humanitarian movements.

In the course of the eight generations that have borne the name Perry, patriots and defenders of the State and religious and civic leaders have loyally represented their communities and their times, the

lineage of Dr. Perry from the first-comer of the name being as follows:

(I) John Perry, who was born in 1604, and died in 1674, came from England to Watertown, Massachusetts, in 1666; he married Johannah Holland.

(II) John Perry, second of the name, whose vocation like that of his father was a tailor, son of John and Johannah (Holland) Perry, was born in 1644, and died before 1724; he emigrated with his father about 1666. He married, in 1667, Sarah Clary, of Cambridge.

(III) Josiah Perry, son of John and Sarah (Clary) Perry, was born in 1684, and died in 1767. He lived at Watertown, and married, in 1708, Bethiah Cutler.

(IV) Nathan Perry, son of Josiah and Bethiah (Cutler) Perry, was born in 1718, and died in 1806; he removed from Watertown to Worcester, Massachusetts, and was treasurer of the county, as were his son and grandson; and he was a patriot in the American Revolution. He was the first of three generations to occupy the large farm at the top of Vernon Street Hill, in Worcester, the original deed of the property being dated May 3, 1751. He married, in 1746, Hannah Fiske.

(V) Moses Perry, son of Nathan and Hannah (Fiske) Perry, died in 1842; he was a deacon thirty-five years in the Union Church, Worcester. He married, for his second wife, in 1791, Hannah Hall, of Uxbridge.

(VI) Samuel Perry, son of Moses and Hannah (Hall) Perry, was born in 1796, and died in 1878; he was a deacon in the Union Church for forty years. He married, in 1823, Mary Harrington, who was born March 20, 1804, and died August 18, 1869. (See Harrington VI.) Their son was Dr. David Brainerd Perry, of whom further.

(VII) David Brainerd Perry was born March 7, 1839, at Worcester, Massachusetts, where he attended the public and high schools. He was graduated at Yale College in 1863 with his Bachelor of Arts degree and that of Master of Arts, that college bestowing the honorary degree of Doctor of Divinity in 1898. Pursuing theological study at Union and Princeton seminaries, he received his Bachelor of Divinity degree at Princeton. After engaging in tutorship at Yale College in the late sixties, he entered a career of missionary preaching in Nebraska in the early seventies; and he was appointed as the first teacher in Doane College, newly-established in 1872. He was senior teacher and professor at Doane College from 1872 to 1882; and he was president of that institution from 1882 until his death, May 21, 1912.

Pronouncedly one of Nebraska's leading educators, Dr. Perry, for forty years, was prominent in educational and religious organizations in State and Nation. Upon his graduation from college, he served in the United States Christian Commission—the Red Cross of the Civil War. He was president of the Nebraska State Teachers' Association and Schoolmasters' Club; and he was a member of the Psi Upsilon and the Skull and Bones fraternities of Yale College; and his favorite recreations were horseback riding and wood chopping.

Dr. David Brainerd Perry married, July 3, 1876, at Charlestown, Massachusetts, Helen Doane, who was born September 7, 1853, daughter of Thomas Doane, who was born in 1821, and died in 1897, a civil engineer, chief engineer of the Hoosac Tunnel, and builder of the first Burlington Line west of the Missouri River; he was also the chief promoter in the founding of Doane College, at Crete, Nebraska; he married, in 1850, Sophia Denison Clark, who was born in 1825, and died in 1868, and their children were: 1. Helen, above

mentioned. 2. John, who was born in 1855, and died in 1913; he married, in 1884, Alice Cowles. 3. Caroline, born in 1859; married, in 1888, W. O. Weeden. 4. Frances, who married, September 12, 1889, Henry Bancroft Twombly, attorney-at-law. 5. Thomas, Jr., born in 1863, died in 1864.

The children of David Brainerd, D. D., and Helen (Doane) Perry are: i. Thomas Doane, born May 27, 1877, at Charlestown, Massachusetts; was graduated at Doane College in 1897 with his degree of Bachelor of Arts, and in 1900 from the Massachusetts Institute of Technology with his Bachelor of Science degree. He is vice-president and manager of the Grand Rapids (Michigan) Veneer Works; and he has served on the Grand Rapids Board of Education, City Planning Board, and the Young Men's Christian Association Directorate. He is associate member of the American Society of Mechanical Engineers; and he is a member of the University, Boat and Canoe, Rotary, Masonic, Country, and Furniture clubs. He married, October 8, 1903, Ethel Goodenow Britton, who was born July 26, 1876, in Springfield, Vermont, daughter of Rodney G. Britton. Their children, all born at Grand Rapids: i. Frances G., who was born July 29, 1908. ii. Britton, born April 21, 1910. iii. Thomas Doane, Jr., born December 31, 1913. 2. Brainerd Clark, born in 1879, and died in 1880. 3. Charles Boswell, born January 25, 1884, in Crete, Nebraska; was graduated at Doane College in 1906. He married, in London, England, May 11, 1918, Mai-Mai Wilson; their children are: i. Charles Boswell Perry, Jr. ii. Barbara Helen Perry. 4. Helen Clark, born February 17, 1888, in Crete, Nebraska; was graduated at Doane College in 1911. She married, April 24, 1920, John Morrison Curtis; their children are: i. Jeanne Hathaway. ii. Polly Eldridge. 5. Henry Eldridge, born October 8, 1889, in Crete, Nebraska; he was graduated at Yale University in 1912, with his Bachelor of Arts degree. He is vice-president of the Commercial Solvents Corporation at Terre Haute, Indiana. During the World War, Mr. Perry was a second lieutenant of infantry in the United States Army, his term of service being from 1917 to 1919. He is a member of the American Legion; of the Alpha Delta Phi Fraternity, and the Wolf's Head, at Yale University; and of the Rotary and the Terre Haute Country clubs. Mr. Perry married, March 9, 1918, Evelyn Hollister, who was born October 31, 1892, at Cincinnati, Ohio, daughter of Judge Howard C. Hollister. Their children are: i. Phœbe Baker Perry, born December 22, 1919, at Cincinnati. ii. Henry Eldridge, Jr., born August 31, 1921, at Little Boar's Head, New Hampshire. iii. Howard Hollister, born June 21, 1923, at Terre Haute, Indiana.

(The Harrington Line).

(I) Robert Harrington, who died in 1707, was at Watertown, Massachusetts, in 1636; he married, in 1649, Susanna George.

(II) Edward Harrington, son of Robert and Susanna (George) Harrington, was born in 1669, at Watertown; he married, for his first wife, in 1692, Mary Ocington.

(III) Francis Harrington, son of Edward and Mary (Ocington) Harrington, was born in 1709, and died in 1793; he removed to Watertown in 1740, where he acquired four hundred acres of wild land, part of which is still known as the Harrington homestead. He married, in 1736, Prudence Stearns, great-granddaughter of Isaac Stearns, who was of Watertown in 1630.

(IV) Nathaniel Harrington, son of Francis and Prudence (Stearns) Harrington, is said to have been a soldier in the American Revolution; he married Ruth Stone.

(V) Francis Harrington, son of Nathaniel and Ruth (Stone) Harrington, was born in 1777, and died in 1841; he married, in 1801, Lydia Perry, granddaughter of Nathan Perry.

(VI) Mary Harrington, their daughter, who was born in 1804, and died in 1869, married Samuel Perry (see Perry VI), and they were the parents of Dr. David Brainerd Perry. (See Perry VII.)

(The Doane Line).

(I) Deacon John Doane, who was born in 1591, and died in 1686, came from England to Plymouth, Massachusetts, in 1630, removing to Eastham in 1644; he was Governor's Assistant in 1632, 1633 and 1639; a member of the Plymouth Military Company in 1643; and Deputy to the General Court in 1639-1642 and 1649, and later years.

(II) John Doane, son of Deacon John Doane, was born in 1634, and died in 1708; he was commissioned by the town of Eastham to build a meeting-house, and to hold court; he married, in 1662, Hannah Bangs, daughter of Edward Bangs, who came in the ship "Ann" in 1623, and built the first ship at Plymouth.

(III) Samuel Doane, son of John and Hannah (Bangs) Doane, was born in 1673, and died in 1756; he married, in 1696, Martha Hamblen, a granddaughter of James Hamblen, who was of Barnstable in 1639.

(IV) Deacon Simeon Doane, son of Samuel and Martha (Hamblen) Doane, was born in 1708, and died in 1799; he married, in 1730, Apphia Higgins, a great-granddaughter of Richard Higgins, who was of Plymouth, Massachusetts, in 1633.

(V) Deacon John Doane, son of Deacon Simeon and Apphia (Higgins) Doane, was born in 1739; he married, about 1761, Betty Snow, who was of the fourth generation from Governor Thomas Prence.

(VI) Timothy Doane, son of Deacon John and Betty (Snow) Doane, was born in 1762, and died in 1822; he married, in 1781, Jedidah Higgins.

(VII) John Doane, son of Timothy and Jedidah (Higgins) Doane, was born in 1791, and died in 1881; he was the originator of forest culture in America; he married, in 1820, Polly Eldridge, grandmother of Helen (Doane) Perry, wife of Dr. David B. Perry (see Perry VII and Eldridge VII).

(The Eldridge Line).

(I) Robert Eldridge, who married Eliza Nickerson, daughter of William Nickerson, came in 1637.

(II) Nicholas Eldridge, son of Robert and Eliza (Nickerson) Eldridge, was born in 1650, and died in 1702.

(III) John Eldridge, of Kittery, Maine, son of Nicholas Eldridge, married Mary, surname unknown.

(IV) John Eldridge, son of John and Mary Eldridge, was born in 1715, and died in 1738; he removed to Yarmouth, Massachusetts. He married, in 1737, Betty (or Mary) Gorham.

(V) Barnabas Eldridge, son of John and Betty, or Mary (Gorham) Eldridge, was born in 1738, and died in 1787; he married, in 1762, Patience Crowe (Crowell).

(VI) Barnabas Eldridge, son of Barnabas and Patience (Crowe or Crowell) Eldridge, was born in 1771, and died in 1837; he married, in 1795, Zipporah Hedge.

(VII) Polly Eldridge, their daughter, married John Doane, grandsire of Helen (Doane) Perry. (See Doane VII.)

WALKER, Edward J.,

Industrialist.

To Detroit's business activities, with which he had for years been prosperously associated, and to the many benevolent and provident movements of charitable and municipal organizations, Edward J. Walker rendered an enduring service and brought that spirit of enthusiasm and thoroughness that distinguished him in all his life work, and inspired his friends and co-workers to undertake and carry through to completion such projects of which the Community Fund is an outstanding example. No name was better known, no other carried more weight in the everyday life of the city, or during the occasions of special demands and exigencies, when a supporter and even a leader was sought for the establishing of social agencies and the raising of funds for their maintenance.

Edward J. Walker was born March 10, 1875, in Detroit, Michigan, a son of Dougal Walker, who was born in Nova Scotia, of Scotch ancestry, a contractor who died in Detroit, Michigan, February 20, 1915, eighty-one years of age, and Sarah (Gaynor) Walker, who was born in Ontario, Canada, of Irish ancestry, and died in Detroit, April 1, 1921. They were honest, hard-working people, communicants of the Roman Catholic Church. Dougal Walker, who had run away from home in his early boyhood, made a success of, and prospered in, his new home life, and, building a small home on River Road, there raised his family of eleven children.

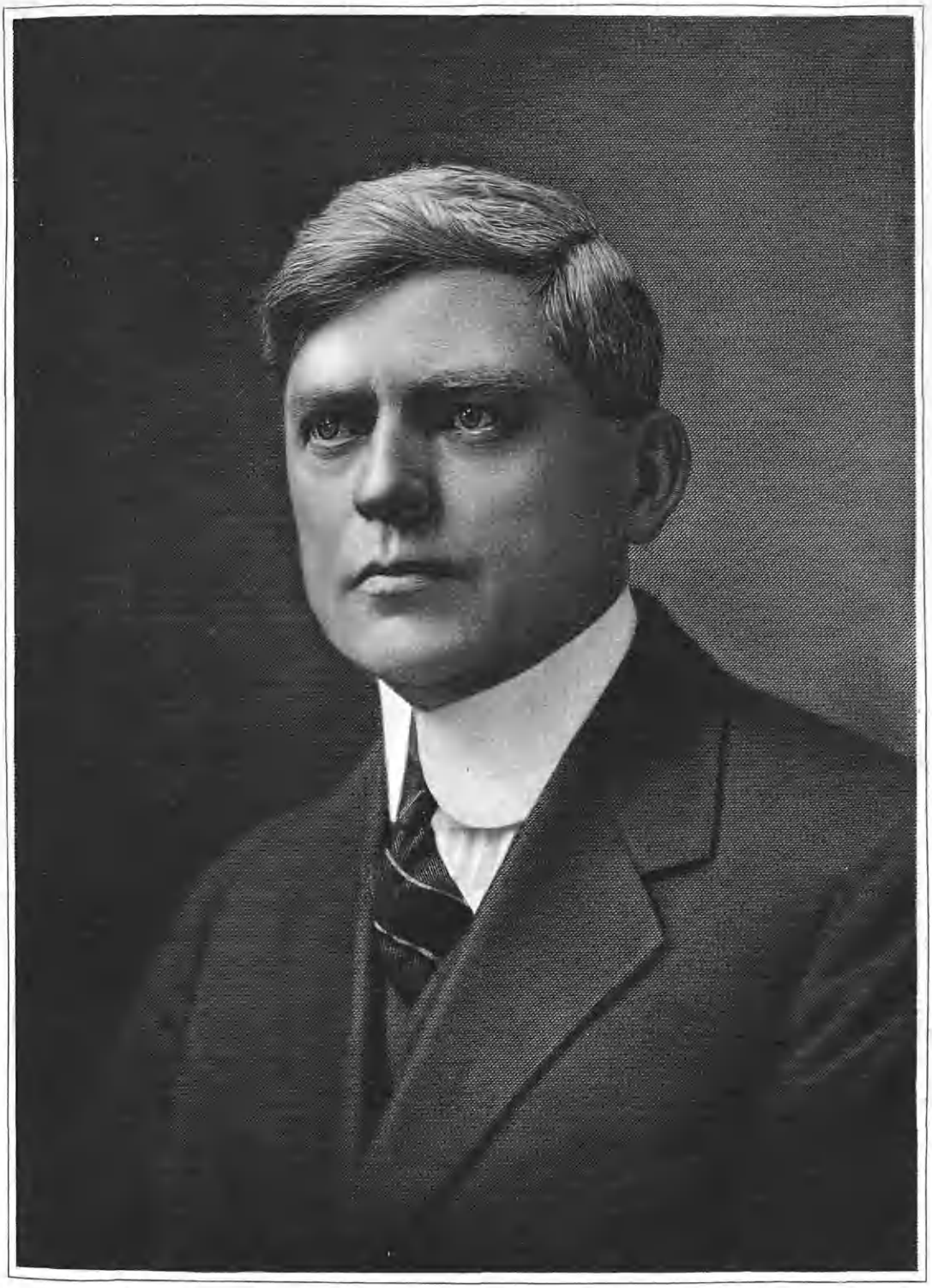
Edward J. Walker attended the grade schools, but it became necessary for him to go to work at an early age, and he developed his abilities by reading and travel and by the activities of a strenuous business life. He was only twelve years old when he was employed in the office of the Grand Trunk Railway as a messenger, so continuing for eleven years, when he was appointed traveling freight agent for the New York Central Railroad, and he later went to St. Louis, Missouri, in the same capacity. He was in that company's employ five years when he received injuries in a cyclone that incapacitated him for four months, after which he returned to Detroit.

In 1906 Mr. Walker became associated with his brother in business in Detroit, and from that onward devoted his time and talents to general manager to the catering enterprise in which they engaged, their plant including fourteen lunch rooms and bakeries, the officers of the concern at that time consisting of: William M. Walker, president; A. F. Walker, vice-president; Edward J. Walker, secretary and manager; and Joseph V. Walker, treasurer.

The Detroit Community Fund owes Mr. Walker a debt of gratitude for his part in the leadership for its humanitarian service. From the inception of the community project he was the faithful chairman of Division C in all campaigns; his presence in its councils inspired confidence, and his comradeship led his colleagues on to new triumphs.

Mr. Walker gave his political allegiance to the Democratic party, though he never sought office. He was very active in his citizenship at all times; and particularly during the World War he was foremost in public speaking in behalf of the Liberty Loans; and in all of the community and patriotic fund drives he was always dependable and efficient.

Fraternally, Mr. Walker was affiliated with Council No. 305, Knights of Columbus; the Rotary Club, in its board of directors; and the Detroit Automobile



Ed. J. Walker

Club, No. 1. He was a communicant of SS. Peter and Paul Roman Catholic Church.

Mr. Walker married, November 9, 1910, in Detroit, Michigan, Viola Louise Moebs, daughter of George Moebs, a cigar manufacturer, and a member of the Masonic Order, who died April 9, 1920, in Detroit, and of Minnie (Lamberg) Moebs, who died January 2, 1883, in Detroit. Mr. Moebs married a second time; he was the father of five children, of whom Mrs. Walker was the second eldest. She is active in the Roman Catholic Church. Mr. and Mrs. Walker were the parents of the following children: Edward J., Jr., who was born July 16, 1913, in Detroit; and George J., who was born October 1, 1914, in Detroit.

Edward J. Walker died October 13, 1925, in Detroit, Michigan. In grateful memory of the man and his work, it has been recorded of him that "none can replace that dominate cheerfulness, that confidence-inspiring sense of strength, that whole-souled heartiness, that jocular comradeship, that set him apart in the councils of the Community Fund organization, a figure whom every worker leaned upon and loved."

KIMBALL, Alonzo,

Artist.

To Alonzo Kimball there came artistic fame and reputation of two kinds, one based upon the recognition of connoisseurs and critics that as early as 1899 hung one of his portraits in the Paris Salon, and the other due to the popularity of his work as used in illustrations and magazine covers. As a young man he came into prominence and in the comparatively short span of his life he completed a vast amount of work in portraiture and illustration, ranking among the foremost American painters of the day in the fields he entered. Whitman writes that "the proof of a poet is that his country absorbs him as affectionately as he has absorbed it," and in the same degree the statement is true of an artist. Alonzo Kimball was proudly and distinctly American in ancestry and artistic identification and the large and enthusiastic following he had among all classes of art lovers proved that he was secure in the appreciation and regard of his fellows. The names and fame of artists of centuries gone live in their canvasses and Alonzo Kimball has entrusted himself to posterity through many works to which his contemporaries ascribe conspicuous merit.

(I) The common ancestor of the great majority of Kimballs in this country was Richard Kimball, who, with his family, embarked at Ipswich, County of Suffolk, England, April 10, 1634, in the ship "Elizabeth." He settled in Watertown, Massachusetts, and was an able, respected member of the community. He was twice married.

(II) Richard Kimball, son of Richard Kimball, was born in England about 1625, and came to America with his father. He lived in Topsfield, and Wenham, appears to have been the largest taxpayer among the early settlers, and filled the office of selectman. He was twice married, both of his wives having been named Mary.

(III) Samuel (3) Kimball, son of Richard Kimball, was born about 1651, and died October 3, 1716. He was ensign in the militia and resided in Wenham, Massachusetts. He was recorded as a surveyor in 1676, constable in 1677, freeman May 24, 1682, and selectman in 1682. He married, September 20, 1676, Mary Witt, daughter of John and Sarah Witt, of Lynn, Massachusetts.

(IV) Ebenezer Kimball, son of Samuel and Mary (Witt) Kimball, was born in Wenham, Massachusetts, in 1690, and died in 1760. He was a yeoman and mason, lived in Wenham and Beverly, Massachusetts, and in 1740 moved to Hopkinton, where he died. He married, June 9, 1712, Elizabeth Carr, daughter of Richard Carr, of Salisbury, Massachusetts.

(V) Boyce Kimball, son of Ebenezer and Elizabeth (Carr) Kimball, was born in Wenham, Massachusetts, June 18, 1731, and died in Shutesbury, Massachusetts, May 13, 1802, and married, December 4, 1755, Rebecca Haward, who died July 23, 1790. He lived in Wenham, Hopkinton and Shutesbury, Massachusetts.

(VI) Ruel Kimball, son of Boyce and Rebecca (Haward) Kimball, was born December 20, 1778, and died in Easthampton, Massachusetts, October 1, 1847. He was a minister, first in charge of the Presbyterian Church in Marlboro, Vermont. In 1805, he moved to Leroy, New York; in 1816, removed to Leyden, New York, where he died. He married, January 1, 1799, Hannah Mather, born July 1, 1781, daughter of Timothy M. and Hannah (Church) Mather, her father an early minister of Dorchester, Massachusetts, whose son, Increase Mather, was president of Harvard College.

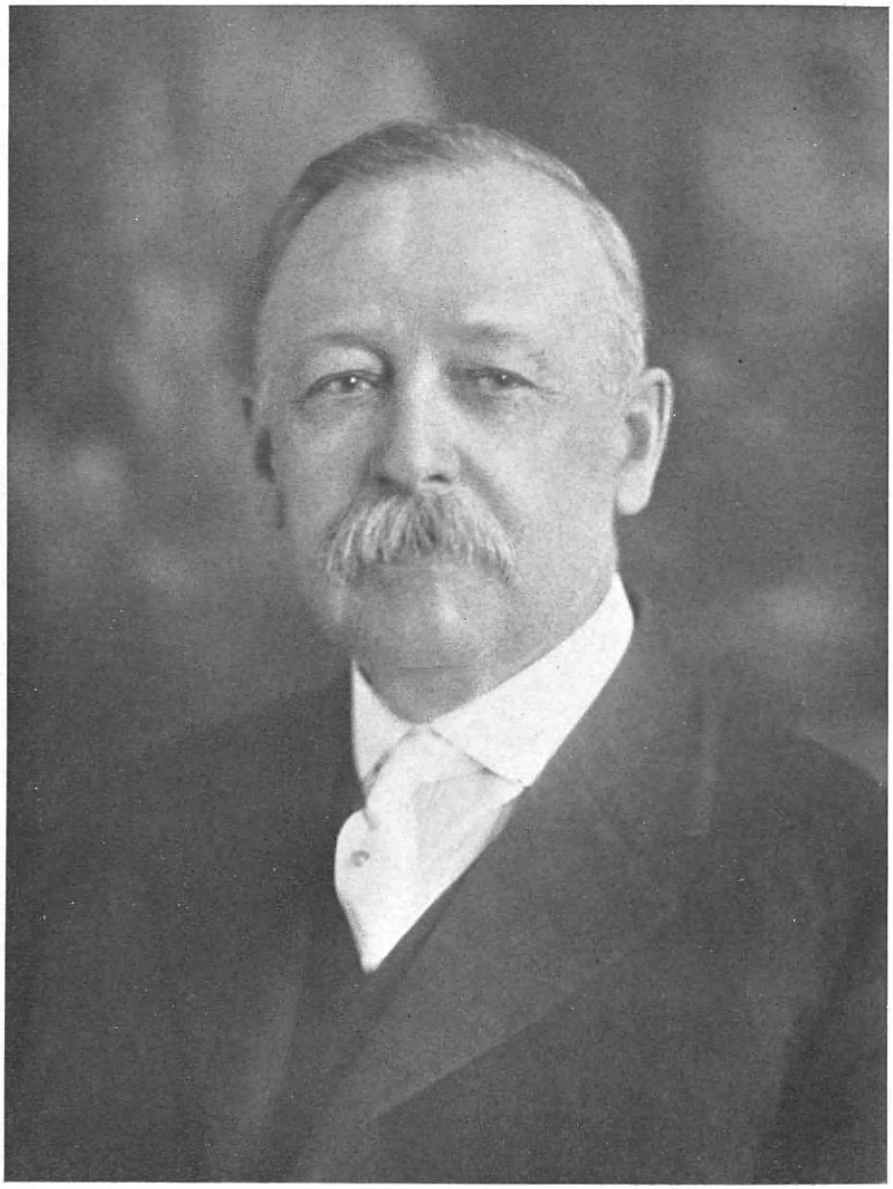
(VII) Alonzo Kimball, son of Ruel and Hannah (Mather) Kimball, was born November 20, 1808, in Leroy, Jefferson County, New York. He was graduated from Union College, Schenectady, New York, taught school for ten years, then conducted a general store in Green Bay for several years. He married, October 1, 1840, Sarah Weston, daughter of Rev. Isaiah Weston, and they had six children, among whom was A. Weston. Mrs. Kimball died in Green Bay, Wisconsin, June 27, 1891. Mr. Kimball was a member of the Presbyterian Church at Green Bay and was appointed an elder in 1858.

(VIII) A. Weston Kimball, son of Alonzo and Sarah (Weston) Kimball, father of Alonzo Kimball, was general agent of Illinois for the Northwestern Life Insurance Company of Milwaukee, and later for many years general agent in Chicago of the New York Life Insurance Company. He married Myra Mahan.

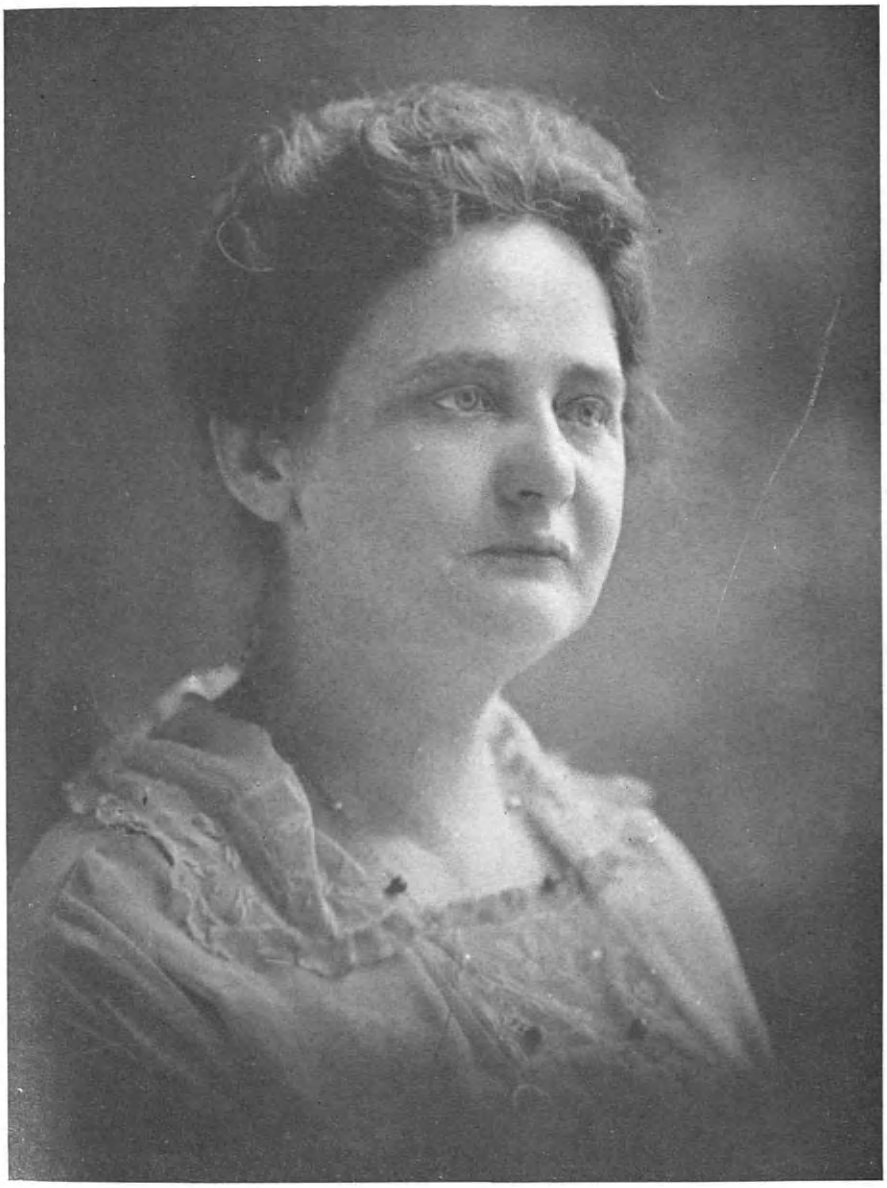
(IX) Alonzo Kimball, son of A. Weston and Myra (Mahan) Kimball, was born at Green Bay, Wisconsin, August 14, 1874. During his school days he developed his artistic talent and as a youth of eighteen years attended for one season The Art Institute of New York City, then spending five years in study in Paris. It was his privilege to work under such able masters as Jules Lefebvre, Gustave Courtois, and James McNeill Whistler during the period from 1894 to 1900, and upon his return to the United States he devoted himself largely to portraiture. New York was his home for many years, although the last three years of his life were spent in Cleveland, and there came to his studio for sittings many prominent personages, including William Holabird, of Chicago, F. D. Frazier, of New York, Laurence Hamill, Mrs. Ralph Perkins, Mrs. F. R. Grant, and the son of F. R. Walker, of Cleveland. When he turned to illustration it was to enjoy a popularity equal to that he had gained in the portrait field, and "Scribner's," "The Saturday Evening Post," and "McClure's" carried many of his illustrations.

Alonzo Kimball married, April 26, 1902, Madeline Williams, of Danville, Kentucky, and they had one son, A. Weston.

Alonzo Kimball died August 27, 1923. Throughout a life that came all too soon to an end he gave his best to an art in which he became recognized as an able



S. W. Williston



Anna R. Sterling Williston

master, and to thousands he is known by his brush. To another large group he was more than a personality. In the relations of friendship they knew not alone the talented artist but the warm friend, as intellectually gifted as he was artistically endowed, a man of rare mould. His devotion and affection in his family circle could not be surpassed nor adequately described. These impressions are placed upon a less enduring medium than canvas and pigment, but they will survive until those who enjoyed the relations of life with him have, like him, embarked upon the Great Adventure.

WILLISTON, Benjamin Franklin,

Inventor of Railroad Safety Devices.

With the ever-growing importance of railroad transportation in America, there will be growing recognition of the work of Benjamin Franklin Williston, whose whole mature life was devoted to the perfection and application of railroad safety devices, many of which he invented. He was a pioneer in railroad signal engineering. His official connection was with the Michigan Central Railroad and the New York Central Railroad; his home was in Detroit, Michigan. His public spirit and broad-gauged interest in the safety of the traveling public were in a sense paralleled by the leadership of his wife in the preservation of national resources, particularly as regards water and waterways, her zeal winning for her the title of "The Mother of the St. Lawrence Waterway."

Benjamin Franklin Williston was born in Turin, New York, May 21, 1853, son of Charles and Louise (Dexter) Williston. Charles Williston was born October 26, 1799; he was a wagon-maker by trade. His father was born in Chelsea, Massachusetts. Charles Williston's eldest son, Horace, came first to Michigan and some time after the family followed and settled on a farm in Livingston County. Benjamin F. was then fourteen years old. Horace Williston enlisted and served in the artillery during the Civil War, while Benjamin F. Williston, subject of this record, attended the local school. His bent being toward mechanics, however, as evinced early in life, he became a millwright, then a watch-maker. For a time he served as assistant engineer in the Michigan McGraw Lumber Mills in South Bay City, going later to the Chesborough Mills on the Northern shores of Lake Superior to install machinery. After two years there he entered, in West Bay City, upon what was to be his lifework. In 1882 he was for three months charged with looking after the condition of locomotives in the locomotive department of the Michigan Central and proved so faithful and efficient that he was promoted to the position of locomotive fireman in yard and road service. Here he realized for the first time the inadequacy of existing protective systems. In 1883 he entered into a three-year term of service as chief engineer of the Bay City Water Works. But he then returned, in 1886, to the Michigan Central Railroad and was made general foreman in the engineering department, with two men as helpers. It was his duty to look after all signal and interlocking construction work over the entire system, and in 1903 he was promoted to the rank of signal supervisor, supervising construction and maintenance of all mechanical interlocking plants and mechanical signals, as well as the shop used for repairs and manufacture of signal apparatus. Thus engaged, he made many patterns, tools, and dies for the manufacture of signal appliances. His mechanical genius enabled him to develop new

devices and to improve those already in use, and many of the parts of mechanical interlocking plants used today as standards were designed and developed by his coöperation with various civil and signal electrical engineers, for Mr. Williston lived to see all come and go down to Mr. C. J. Mock, the present electrical engineer. Not only in his shop, but on the road, Mr. Williston performed his work thoroughly and efficiently. When he was busy installing the signals he traveled at the rate of a thousand miles a week, by rail or foot, seeing his home only for week-ends, and by 1910 he had the satisfaction of knowing the road to be properly equipped and divided into signal sections, with capable supervisors, while the Maintenance Division, begun with Mr. Williston and two workers, now engaged the services of eleven hundred trained men. Thus, Mr. Williston was able to devote himself to executive administration of the signal and interlocking departments. Other railroads consulted him. He was called on to build the first interlocking plant in Canada on the Michigan Central Railroad and to accompany the first commissioner of railroads appointed by the Canadian Government on an inspection trip made particularly to observe signals. He also aided in the train-control test of his railroad.

Seventy years old in May, 1924, Mr. Williston was entitled to retirement on a pension, but so valuable were his special knowledge and services that he was continued, by his own consent, on the development of the new apparatus for the more effective triple-train control. While weak and exhausted, just three weeks before the end of his life, he sacrificed his strength and comfort to drive to the signal shops of the Michigan Central in order to explain to his associates his plans and ideas for this development, and returned home worn out with the strain. In the demonstration, the Michigan Central Railroad test showed up better than any so far made. When the news was given Mr. Williston, he gave a quiet smile. Soon death brought to an end a career which has perhaps been of as great service to the comfort and safety of the American people as that of any American citizen who ever lived. Mr. Williston died in Detroit, at the age of seventy-two, full of years and honor, June 26, 1925.

Some fourteen patents distinguished him as a creative genius. Among these are three important devices: The answer-back instrument is used in connection with train order and manual block signals to indicate to the dispatcher direct by Morse code whether the operator at the block station has changed the signal to the position as instructed by the dispatcher. This ranks among the best safety improvements adopted by railroads. He designed and developed a concrete pipe-carrier foundation with which was used a detachable bolt for holding the pipe-carrier casting in place, and, at the same time, a metal pipe-carrier and supports, to replace wooden supports formerly used, as well as a new pipe-carrier side and roller. These are visible along the sides of the tracks. Another invention was the automatic safety lock for hand-thrown switches, which prevented the operation of a switch under a moving train. A rail length was evolved with a compensator between the ends of each rail to take care of the expansion caused by heat and contraction by cold, lessening the jar of travel. Though a marked success on the Cairo Division, where it is in use, the device is too costly to have been universally adopted as yet. Mr. Williston was peculiarly able in emergencies. When a

rail-saw broke in the Jackson Junction yards on one occasion, and nobody could locate the trouble, Mr. Williston was recalled from Chicago and within fifteen minutes had the rail-saw working, for the sole difficulty was a loose screw. So, too, although he did not participate in formal warfare, he had a share in ending the civil strife which accompanied the American Railway Union strike in July and August, 1894. The strikers were often armed, and the militia faced them. In order to insure travelers of safety, Mr. Williston operated the levers to get the trains through Hammond, Indiana, a chief point of attack. While stones and bullets flew he rigged up a contrivance to operate the interlocking levers without showing anyone in the tower, a device which put the trains through safely and mystified the strikers. There Mr. Williston remained until the end of the strike, regarding his personal comfort not at all. During the crisis of the World War, railroad signal work was handicapped for the lack of blue vitriol, which came largely from Belgium, and which was used in electrical application. Called into consultation, Mr. Williston found the supply exhausted to the danger point. He thought the whole problem through and devised an electrical unit to meet the need.

From 1904 until his death, Mr. Williston resided in Detroit. Although popular and influential in politics as a member of the Republican party, he traveled too much to seek any public office. When the Michigan Central shops at Jackson, Michigan, organized the first Sound Money Club in the State to preserve the gold standard, Mr. Williston was requested to fashion a gold bug of immense proportions for parade purposes. He did so. His "Bug" was a work of art, with wonderful eyes operated by electricity, which proved popular on many trips, including Canton, Ohio, and helped in the election of McKinley to the Presidency. His favorite recreation was fishing, hunting, or travel, with a weather eye ever out to observe mechanical devices. He attended engineering conventions at times and was called on for expert advice in court proceedings involving railroad matters. His gun and fishing outfit were contained in an oak cabinet made by himself, and his eldest son now has the clock, which is reminiscent of the sport of Izaak Walton. He was a member of the Jackson (Michigan) Lodge, No. 17, Free and Accepted Masons, and an honorary member of the Pioneer Association, Michigan Central Railroad. Both of these bodies shared in the funeral ceremonies which marked with dignity the interment of this benefactor of humanity. The service at the home of the family was conducted by Dr. M. S. Rice, minister of the Metropolitan Methodist Church, while that at the grave was administered by the Corinthian Lodge, Free and Accepted Masons, of Detroit.

On July 5, 1878, at West Bay City, Michigan, Benjamin F. Williston married (first) Nettie E. Frazier-Burt, who died in West Bay City, October 2, 1888, survived by three sons: 1. Harold Frazier, now road foreman of locomotives of the Chicago & Eastern Illinois, and the New York Central Railroads. 2. Ralph Nottingham, foreman of the Asphalt Paving Company, Detroit. 3. M. Brock, general manager of R. E. Hamilton & Sons, builders' supplies, of Detroit. Mr. Williston married (second) September 16, 1891, in St. Thomas, Canada, Anne R. Sterling, born May 16, 1869, daughter of John R. and Octavia Lucretia (Grece) Sterling. Her great-grandmother was Anne Whitney, a native of Herfordshire,

Wales. Mr. Sterling was a mechanic and a student of political economy, born in Newcastle, England, who settled in Toronto with his parents when five years of age, at a time when it bore the name of Muddy York. Mrs. Williston was her husband's helpful companion and the loving mother of his orphaned boys. At the same time she deserves recognition on her own account for her fine work in the preservation of National resources. She is chairman of the Women's Auxiliary Executive Committee of the National Reclamation Association of Washington, District of Columbia, being interested and a hard worker in the effort to overcome the floods of the Mississippi Valley, for which she received favorable mention on the floor of the United States Senate by the late Hon. Francis G. Newlands in his last speech for water and waterways, recorded in Volume XXXVI, p. 202, on September 2, 1918. She is now keenly interested in the preservation of the waters of the Colorado River Basin for use in the United States, not Mexico. She is a charter and honorary life member of the Phoenix Circle of Jackson, Michigan. When she moved to Detroit, she allied herself first with the Detroit Review Club, then the Twentieth Century Club. She later became conservation chairman of the Detroit Federation of Women's clubs, going eventually to the chairmanship of the State Federation, serving there during the World War, and later to that of the General Federation, representing water and waterways. From 1918 to 1922 she was chairman of that department. She thus was present at the first conference held in Windsor, Canada, to consider the Great Lakes–St. Lawrence Tidewater project, where she spoke as a friend of the project from the women's clubs. Through her efforts this project was unanimously endorsed by the directorate at Omaha, and delegates to the biennial convention of the General Federation of Women's Clubs in 1920, held at Des Moines, Iowa. In July of that year, with the endorsement of the General Federation of Women's Clubs for the St. Lawrence Waterway, Mrs. Williston represented the organization at the first Congress called in the United States at the Detroit Board of Commerce, and later appeared before the International Joint Waterways Commission, representing the Federation from the standpoint of the home, related to the general problem because carrying charges have much to do with home economics. The account of her efforts is filed by the International Joint Waterways Commission at Washington, page 6260, of the findings of the Commission. Mrs. Williston also carried the publicity chairmanship of the Woman's National Rivers and Harbors Congress for Michigan, for several years, and for five years was on the National Forest Fire Prevention Committee, with headquarters at Boston, Massachusetts. She is a member of the New England Society through the Bingham and Sumner families of Vermont. The World War emergencies enlisted her aid in all sorts of patriotic and humanitarian work, and in particular did much to supply knitted garments for our forest regiments in France, and did participate in war garden work, and she carried on the activities of a war-time Bible class at the Henry Ford Hospital, where nurses representing eight denominations were enrolled, and ere the war closed became actively interested in the near extinction of the American black walnut and started the movement to create it the Tree of Peace, planting it on a large scale and has been ever active in memorial tree planting, National and

Benjamin E. Pugh

State Park work, and good roads and roadside planting. The shooting of birds for food became such a menace during the World War the National Audubon Society enlisted her services in the scattering of printed cloth circulars as a warning to those who were breaking the law of the Commonwealth previously worked for. Mrs. Williston is now (1926) chairman of journalistic service for the Michigan Woman's Press Association. In her altruism and public spirit she has proved a fitting mate for her husband. Mr. and Mrs. Williston were attendants of the Metropolitan Methodist Episcopal Church, of which she is a member. Mr. Williston was reared an Episcopalian.

It has been a long, slow pull from the early and destructive days of the railroads to the comparative immunity of present-day travel. It has been the minds and humanitarian zeal of railroad men which have effected the beneficent revolution. By no means the least of these in genius and in results is Benjamin Franklin Williston, opportunely named for the great inventor. The smooth-working, unostentatious signal systems which are today accepted almost as a commonplace, become marvels indeed to the traveler who stops to think of their enormous significance to his safety and that of millions of others. They germinated in the powerful brain and kind heart of Mr. Williston, and they were applied largely through the confidence inspired by his stable character. This was, indeed, one of the great men of America.

PAGE, Benjamin Edwin,

Attorney and Banker.

As an attorney and banker, Benjamin Edwin Page played an important part in shaping the economic history of Los Angeles, California. Twenty years of his constructive life went into his services for Southern California. His interest in the civic and social welfare of Los Angeles and of Pasadena, where he resided, was as keen as that which he felt for economic enterprises. His loyalty to ideas and causes as well as to friends was proverbial.

Benjamin Edwin Page was born in North Haven, Connecticut, October 16, 1877, son of Dr. Benjamin Maltby and Cornelia (Blakeslee) Page, and descended from early New England stock. He was about ten years old when he and his parents went to California to live. He received his early education in the public schools, graduating from the Pasadena High School in 1895. After graduating from Stanford University in 1899, he attended Columbia University Law School, where he made an exceptional record as a student of law and was one of the few to receive commendation from the faculty because of his general excellence at the time of his graduation in 1902. He was admitted to the California bar in 1903 and began his legal career with the firm of Bicknell, Gibson & Trask, of Los Angeles. He then entered upon an independent practice in partnership with Clarence A. Miller, which continued until the death of the latter in 1906. A new partnership with Joseph R. Patton had four years' duration and was then ended by Mr. Patton's early demise. Mr. Page then became senior member of the law firm of Page & Hurt, which later merged with Nolan & Rohe to form the firm of Page, Nolan, Rohe & Hurt, an organization which ranked high in the esteem of business men throughout the coast cities. The senior partner, Mr. Page, became a recognized authority on corporation, banking, mining, and insurance law, and was the legal adviser of many of the most signifi-

cant financial organizations of the country, including Arizona and Nevada copper companies, the Los Angeles Realty Board, the Southwestern Shipbuilding Company, which performed a great service during the World War, and many others. With his boundless faith in the growth of Southern California, and his exact and practical knowledge, he took an active part in its development. He also accepted every opportunity to share in the program of advancement for the community and its citizens, serving as counsel to the Civic Center Association and member of the Pasadena Board of Education, which for four successive terms elected him its chairman.

His legal experience quite naturally led Mr. Page into banking. After many years of association with the Hellman interests in Los Angeles as attorney, he was in 1923 elected vice-president of the Hellman Commercial Trust and Savings Bank, one of the oldest and most important financial and banking institutions on the Pacific Coast, his province being the legal phase of the bank's business. In November, 1925, he was elected president, and great progress was made under his management. In spite of the demands of his dual responsibilities and the importance of the business affairs which he controled, Mr. Page had wide social and cultural interests. He loved the mountains of California, over whose trails throughout the State he had tramped or ridden, and he enjoyed fishing and all outdoor sports. John Muir's books were favorite reading with him, inspired by the love of Nature in its grandeur and the high ideals of sportsmanship maintained by a real nature-lover, such as Mr. Page himself was. A lover of horses, he exhibited in various horse shows, including the Ambassador. His clubs offered him ample opportunity to indulge in fishing and other sports, as well as in pleasant social contacts. Among these clubs were included: the California; the Jonathan; the Midwick Country; the Flintridge Riding; the Valley Hunt of Pasadena; the Twilight; the Bollibokka, a fishing club on the McCloud River; Squirrel Inn Club in the San Bernardino Mountains; and the Cerritos Gun Club.

A wide and discriminating reader of good literature, he was acquainted with the best of the classics and modern writings. His own style, for the most part confined to legal composition, was clear-cut, simple, forceful, and well-phrased.

On March 1, 1906, in Pasadena, Benjamin Edwin Page married Marie Markham, daughter of Henry Harrison Markham, formerly Governor of California. Mrs. Page survives her husband, as do their four children: Eleanor; Benjamin, Jr.; Henry; and Robert. Sudden death snatched Mr. Page from his useful and happy life on March 20, 1926, in his forty-ninth year. He died at his home on South Orange Grove Avenue, Pasadena, and was interred at Mountain View Cemetery.

Deeply interested in the financial development of Southern California, Mr. Page influenced the investment of millions of dollars in Los Angeles County by his advice and guidance. His perception of the potentialities of this rich region and his skill in furthering the realization of such a vision placed him in the front rank of the leaders of Southern California. Although reserved in manner and somewhat slow to acquire new friends, he won the hearts of the finest type of men and women and kept their friendship throughout his life. His home and children, also, had his whole-hearted devotion, and his well-rounded, healthy nature found joy in the out-of-doors and in wholesome sports.

Thus in private as is business life he was a stimulus to the healthiest and most constructive activities of the community.

BEARD, Daniel Carter,

Artist, Author, Boy Scout Leader.

By the name of Daniel Carter Beard, many of his admirers might not recognize "Dan" Beard, world-famous artist and son of an equally noted master of the brush and palette.

James Henry Beard, father of "Dan" Beard, was born in the town of Black Rock, New York State, on May 20, 1812, son of James and Harriet (Wolcott) Beard, and a descendant of James Beard, a pioneer settler of the State of Connecticut, to which he emigrated in the year 1637. The father of James Henry Beard was captain of the first ship to sail upon the waters of Lake Erie, and it was during the course of his journeys on the vessels that his son obtained his first artistic inspiration, which was occasioned by witnessing a member of the brig's crew engaged in the designing of a figure-head for some other vessel. Young Beard, being much impressed by the work of his unknowing tutor, acquired such crude materials as were available, and therewith produced some pictures that were exceptionally meritorious. He was yet in his early boyhood when his parents removed to the city of Cincinnati, Ohio, in which community James Henry proceeded to devote his energies to a most intensive study of his art, and within a comparatively brief time had achieved a national reputation in his profession. Among the notables of his generation who gave him sittings for portraits were Henry Clay and John Quincy Adams. During a visit to New York City in 1846, Mr. Beard exhibited at the National Academy his "North Carolina Emigrants," which brought wide fame to him and resulted, in 1848, in his election to the National Academy as an honorary member. Two years later he was elected a full member of the academy. He served during the Civil War with the rank of captain, serving thus under General Lew Wallace. Having made a special study of animal life, his later career was devoted largely to this branch of art. Among the works which brought fame to Mr. Beard were the following: "Out All Night," "Streets of New York," "Last Victim of the Deluge," "Peep at Growing Danger," "The Widow," "Attorneys and Clients," "There's Many a Slip," and "Don Quixote." James Henry Beard, who died at Flushing, New York, on April 4, 1893, married, in 1832, Mary Caroline Carter, daughter of Colonel Thomas Carter, of Cincinnati, Ohio, and was the father of four sons and two daughters.

Daniel Carter Beard, son of James Henry and Mary Caroline (Carter) Beard, was born in the city of Cincinnati, Ohio, on June 21, 1850, and received his education in the public schools at Cincinnati and at the Worrall's Academy, Covington, Kentucky. Proffered an appointment to the United States Naval Academy, at Annapolis, Maryland, he was, much to his sorrow, disqualified on account of an injured finger, and also because of the fact that his talents as a speller were not up to the examination requirements. He began his life career in the capacity of surveyor for a map-publishing concern of New York City, traveling, during the course of his duties, to every town east of the Mississippi River and from the Gulf of Mexico to the Canadian border. It was during the course of these travels that his latent talent became revealed, his first drawings of note consisting of fishes,

thereafter attracting the favorable attention of the art editor of a nationally known magazine, in which they were published. From that time onward, the surveying profession lost a capable man, whereas the world of art acquired a master. "Dan" Beard labored in his little studio by day, and for a period of four years studied by night at the classes of the Art Students' League. His reputation was rapidly enhanced and it was not long before Mr. Beard's services were competed for by the publishers of books and magazines desiring illustration work, which enjoyed an additionally large sale due to his fame as artist. One of the works which he illustrated was Mark Twain's "A Connecticut Yankee at King Arthur's Court."

"Dan" Beard was the originator and first instructor of the pioneer class in illustration and teacher of animal drawing at the Woman's School of Applied Design, from 1893 to 1900, assumed to be the first organized class of animal drawing in the world; was editor of "Recreation" in 1905 and 1906; is a member of the Flushing (New York) Board of Education; member of the Queens Borough Library Board; vice-president of the Mark Twain Library, at Redding, Connecticut; member of several zoölogical societies; president of the Society of Illustrators; president of the Camp Fire Club of America, which institution conferred upon him a gold medal; is national commander and honorary vice-president of the Boy Scouts of America, having been awarded the only golden eagle badge ever conferred by that organization; was chief scout in charge of the department of woodcraft, Culver (Indiana) Military Academy, also organizer and chief from 1911 until 1915. Mt. Beard, the lofty peak adjoining Mt. McKinley, which was discovered by Messrs. Browne and Parker on their memorable expedition, was named in honor of Mr. Beard. He is the author of the following: "Moonlight and Six Feet of Romance" (1890); "American Boys' Handy Book" (1882); "Out-door Handy Book" (1900); "Boy Pioneers and Sons of Daniel Boone" (1909); "The Buckskin Calendar" (1911); "Boatbuilding and Boating" (1911); "Shelters, Shacks and Shanties," "Bugs, Butterflies and Beetles," "Signs, Signals and Symbols," "American Boys' Book of Wild Animals" (1921); "Field and Forest Handybook," "American Boys' Book of Camplore and Woodcraft," "The Black Wolf Pack," and "Do it Yourself" (1925). Mr. Beard is associate editor of "Boys' Life," and chief of the school of woodcraft operated under the name of "Dan" Beard Out-Door School. His studio is located at Flushing, Long Island, New York.

CURTISS, Glenn Hammond,

Inventor and Aviator.

In aeronautics, the art of navigating the air, and dealing with the problem of artificial flight by means of flying machines which, like birds, are heavier than air, Glenn Hammond Curtiss, founder and president of the largest companies in this field of enterprise, has won international recognition for his contributions and developments in his line. He is the pioneer in flying enterprises and holds numerous world's records and prizes for his notable achievements in the conquest of the air. The fascination of flying, dates to early mythology and the legends wherein men and animals are supposed to have travelled through the air, as Pegasus, Medea's dragons and Daedalus, but none had been able to solve the mystery nor surmount the natural obstacles with any degree of success and safety

until late in the nineteenth century. Taking his place among the foremost in this field, Mr. Curtiss has carried the development of motor propelled machines into extended types and designs, for both commercial and military uses, the latter of which was markedly important during the World War.

Glenn Hammond Curtiss was born May 21, 1878, at Hammondsport, New York, a son of Frank R. and Lua (Andrews) Curtiss. He attended the local public and high schools of Hammondsport, and at an early age began experimenting with mechanical and motor vehicles. His interests lay in this field, and he has devoted his whole-hearted attention and efforts in the production of these machines. Mr. Curtiss is president of the G. H. Curtiss Manufacturing Company, the Curtiss Aeroplane Company, the Curtiss Motor Company, the Curtiss Engineering Company, and is president and member of the board of trustees of the Curtiss Aeroplane and Motor Corporation. He began his early experiments with motor vehicles and established a motorcycle factory at Hammondsport, New York, in 1902. To thoroughly demonstrate the quality of his machines he rode them at Ormond Beach, Florida, in 1905, and set the speed records for motorcycle races. In 1907 he made a record of forty-six and two-fifths seconds for the mile with a one hundred and ten pound machine. In 1909, he was called upon by Captain T. S. Baldwin to design aeronautical motors for dirigibles and created the first motor for the first dirigible accepted by the United States Government. During this same time he was the director of experiments for the Aerial Exporting Association, and supervised the construction of and later piloted the "June Bug," July 4, 1908, for its first public flight, in which he navigated it for a mile. In recognition of this advancement he was awarded the Scientific American trophy. Later in this year he experimented with the "Loon," an aeroplane which he fitted up with pontoons. With a plane and motor of his own design, Mr. Curtiss entered the International Aviation meet as representative of the Aero Club of America at Rheims, France, in August, 1909, and won the Gordon Bennett Cup and the Prix de la Vitesse. In 1910 he again proved his prowess in the air by winning the "New York World" prize of $10,000 for his flight from Albany, New York, to New York City in two hours and fifty-one minutes. In January, 1911, Mr. Curtiss demonstrated the hydro-aeroplane with which he had been experimenting for many years, and as a result of the success which he attained in the demonstration, he was awarded the prize for the greatest advancement in the science by the Aero Club of America in 1912.

Extending his field of operation at that time, he introduced the flying boat to Brazil, Germany, Italy, Austria and Russia, and established flying schools at Hammondsport, Buffalo, Newport News, Atlantic City and San Diego. He designed and constructed for Rodman Wanamaker the "America," the first multimotored flying boat and the first heavier-than-air flying craft adapted to trans-Atlantic flight, a possibility and development which he foresaw might be accomplished in the near future. On November 2, 1916, Mr. Curtiss was granted a patent covering all types of hydro-aeroplanes and flying boats being built at that time. Together with J. N. Willys, he extended the Curtiss factories to meet the war demands of Great Britain, Russia and the United States, although he was not in favor of the construction of planes

for military fighting purposes in the United States. He was an active sponsor of commercial aviation and recommended the establishment of landing places for the planes engaged in such commerce. A short time thereafter he produced and created the "Wasp," which holds the world's records for speed, climb and altitude. With the United States Navy he designed numerous types of flying boats, of which the Navy-Curtiss planes 1, 2, 3 and 4 attempted the historic transatlantic flight in May 16-27, 1919. The N-C-4 succeeded in the flight and holds the distinction of being the first flying boat to negotiate the distance. Mr. Curtiss was highly commended and congratulated by the Pan-American Aeronautics Exposition for this successful achievement. He has been noted for the distinctive types of machines which he has designed and produced, and his efforts during the past years have been devoted to construction of scopters, lifeboats, combined water and land aircraft, speed motor boats, autoplanes, and in the later part of 1922 he completed a glider plane, which had a successful test at Port Washington, Long Island, of which Mr. Curtiss says that it can be used as a trailer for flying boats, to prove which he made a flight in tow by a biplane at Porth Washington. In 1924 he received an appointment as honorary member of the National Aeronautic Association. Mr. Curtiss' most recent contribution to aeronautic progress is the arrangement made with the Hotel McAlpin, in New York, so that guests can obtain in fifteen minutes air transportation to any destination in the United States. This was established in July, 1926. Because of his comprehensive knowledge of the subject matter with which he is concerned, he has been called upon for many articles in the various popular and technical magazines in Great Britain and the United States, and is also the author of the "Curtiss Aviation Book." His clubs include the Aero Club of America, the Aero Club of France, the Army and Navy and the Sphinx Club of New York.

Mr. Curtiss married, in 1898, Lena P. Neff, of Hammondsport, New York, and they are the parents of a son, Glenn Hammond, Jr.

HANNA, George Stipp,

Land Owner, Farm Proprietor.

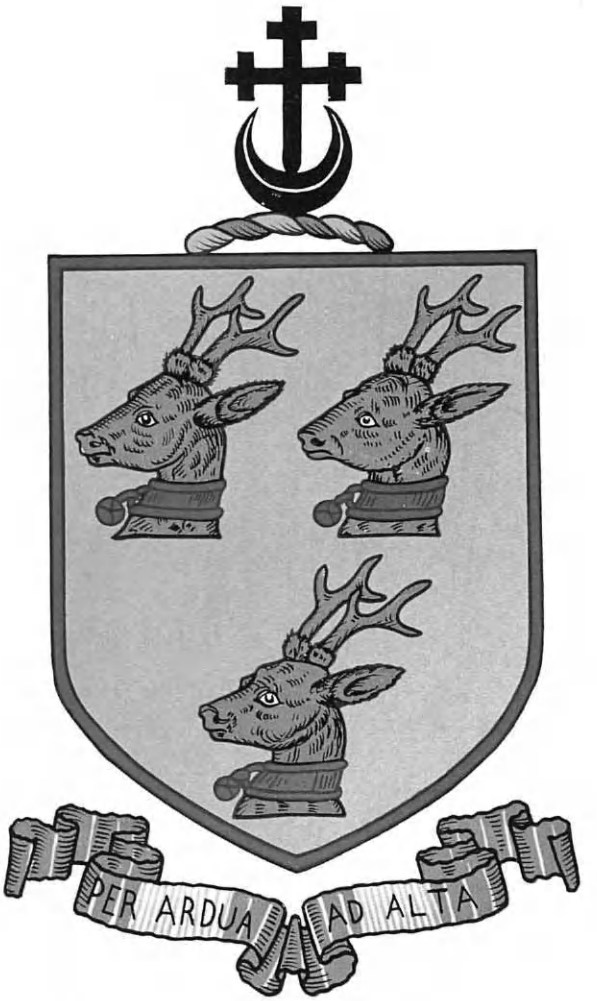
Hannay-Hanna Arms—Argent, three roebucks' heads couped azure, collared or, a bell pendent from each collar.

Crest—A cross crosslet fitchée issuing out of a crescent sable.

Motto—Per ardua ad alta. (Through difficulties to Heaven.)

The family name Hanna was spelled in ancient times De Hannethe, à Hannay, and à Hanna, these variations being found until about the year 1600. All bearing the name are undoubtedly to be traced to that clan of Lowland Scotland whose chief had his residence at Sorbie Castle. Sir Bernard Burke says: "The family of Hannay (originally written à Hannay) is of very ancient descent, and the estate of Sorbie in Galloway was the seat of the elder branch." Barry ascribes the arms to all bearing the name, in whatever way it is spelled.

Antiquarians, going back even farther than the heraldry experts, tell us that the name and family is of Scandinavian origin, the western part of the Lowlands of Scotland having been for many generations overrun by these Norse freebooters from the Scandinavian peninsula. The records first give us the name in the thirteenth century, but without the lands named as associated with it at that period



Hannay
Hanna

(The Family in America).

(I) The American Hannas are of Scotch-Irish origin. The original Scotch ancestor was a native of Galloway, Scotland, who settled in County Down, Ireland, where his sons, Robert and Hugh, after the Restoration of Charles II, became obnoxious to the favorites of that King because of the activity and aggressiveness shown by their father against the Jacobite cause. To improve their condition and to escape persecution they sought a home in the American colonies—then the asylum of all that class of aspiring, ambitious and revolutionary minds—settling at first in Wilmington, Delaware. Robert Hanna, the American progenitor of the family, married and had two sons, Joseph and John. There were possibly other children, but records fail to disclose them. Joseph settled in the Laurens District of South Carolina. The "Rocky Spring Church," which was built by the colonists, was not far from his home. The battle of Cowpens, which was fought during the Revolutionary struggle, took place on his plantation. It is through the other son, John, that the branch of the family here under consideration is traced.

(II) John Hanna, son of Robert Hanna, of Galloway, Scotland, settled in Virginia, his residence being near Buffle's Church, in Prince Edward County. He married, about the year 1742, Mary Ervin, who was of an English family, and they were the parents of two children: 1. Robert, of whom further. 2. Jane, married (first) John Neugent, and had three children: i. William, a blacksmith, who removed to South Carolina and died, leaving a large family. ii. John. iii. Benjamin, removed to Alabama, where he died, leaving a large fortune, amassed by farming; unmarried. After the death of John Neugent, Jane (Hanna) Neugent married (second) James McDade, and of this marriage there were two children: iv. Jonathan. v. Mary (Polly).

(III) Robert Hanna, son of John and Mary (Ervin) Hanna, was born in Prince Edward County, Virginia, and after his marriage removed to Laurens District, South Carolina, where Robert Hanna's uncle, Joseph Hanna, had already settled. At college Robert Hanna was an intimate friend of Thomas Jefferson, the author of the Declaration of Independence. Up to the outbreak of the Revolution Robert Hanna had been a loyal subject of the Crown, and had held the post under the Colonial Government of surveyor-general of South Carolina, one of his duties having been the surveying of the boundaries between the Carolinas. But his views on political matters were changed by the chance reading of the tract of John Adams, "A Dissertation Upon the Crown and Feudal Laws," and his patriotic allegiance was transferred from the King to his brother colonists. So active was his ardor in support of the new cause that a price was set on his head, and during the seven years' struggle he slept but two nights in his own house.

When the call was made for troops to uphold the liberties of the colonies against the royal encroachments, he was among the first to respond. Enlisting then, he fought for the whole period of the war, and over the whole range of its operations, from South Carolina to Vermont. He took part in the battle of Cowpens, which was fought on his uncle's plantation, also in the battle of Bennington, King's Mountain and a number of others. In one of these he captured a sword from one of Tarleton's officers, a trophy now in the possession of Mr. Pinckney Hanna, of Brookville, Indiana. Owing to the prominent position held by Robert Hanna in the community, care had to be exercised over every act and every word.

For there were many Loyalists, and many who were for neither the one side or the other, but merely watched to see which would be successful in order that they might range themselves there. Such as these often acted as spies and gave information to the British officers as to the hiding places in which their neighbors had secreted their provisions and valuables. One day a lieutenant of General Tarleton's men rode up with a squad of soldiers to Mary Hanna's door. She went out on the porch with two children to receive them. The officer demanded of her the whereabouts of the stock. Seeing the little boy was about to answer, she said sharply: "Don't tell, John." That angered the officer and he ordered one of the soldiers to flog the boy until he did tell. But the intrepid woman brought from behind her back the hand in which she had concealed a dangerous-looking hunting knife and defied the man at his peril to touch the child. The threat had its effect, and brought the man to his senses, and with a salute which Mrs. Hanna returned with a courtesy, he rode away without further molestation.

About the year 1798 the new Northwest Territory became the theme of glowing talk throughout the older States, and some who were growing dissatisfied with the growing system of slavery became fired with the desire to emigrate to a land where they would have a form of government more according to their liking. An emigrant band was therefore organized in the Laurens District, with Robert Hanna and Robert Templeton, the father of the former's son-in-law, as the leaders. In 1805 the "Carolina settlers" took permanent possession of their homes, having discovered the picturesque valley of the east fork of the White Water. An incident of the settlement will serve to show some of the hardships of such an undertaking. It is related that the only mill for the whole upper White Water country was on the edge of Ohio, owned by a certain Thomas Smith, of Kentucky, so that the Carolina settlers had to go twenty-five miles through the wilderness for their flour or meal. The story goes that soon after the arrival of the settlers it was found that their supply of breadstuffs was nearly exhausted, and all of the men were busily engaged in clearing the ground, and the only person available to go to the mill was David Graem Hanna, a small lad of eleven. So the grist was got ready, and the bareheaded and barefooted boy was put on a horse with the sack mounted behind him. So over the rough miles of a country in which it was quite possible to meet wild savages or wilder beasts rode the small boy on his errand. Such were the everyday calls of the pioneer.

Robert Hanna's cabin was one of the first three erected, and where it once stood the house of David Graem Hanna now stands—who was once the lad that went to the mill. Robert Hanna planted the first apple orchard, procuring the trees from Lawrenceburg in the year 1806, it is believed, and as late as 1906 two of these trees were still alive and bearing some fruit.

A cherished relic of early times and of the friendship of a great man is still kept in the Hanna family. This is a letter from Thomas Jefferson, written in answer to a request that the widows of Revolutionary soldiers might be pensioned. The following is the letter:

Monticello, Jan. 16, '20.

A letter from you, dear Sir, comes to me like one from the tombs of the dead.

So long is it since I have had any evidence that you were still in the land of the living. So few are now so who were fellow-laborers in the struggle

for the liberation of our country. I rejoice to find that advancing years are the only assailants to your health mentioned in your letter. Time, as well as ill health, bears heavily on me. Immediately on the receipt of your letter I forwarded it to the President with the expression of interest I feel for your petition, and he will not be slow in giving his attention to Revolutionary mothers.

I tender you my best wishes for the continuance of your life and health as long as you shall yourself wish them to continue. TH. JEFFERSON.

Gen. Robert Hanna.

Robert Hanna married, while still in Virginia, Mary Parks, daughter of James Parks. Their children were: 1. John, who went into the Revolution at the age of fourteen, serving in the company of which his father was captain, and fighting in the battle of Bennington. He walked from South Carolina to Philadelphia. Was one of the "Carolina settlers" to the White Water section. He went to live in Indianapolis when it was first made the State capital. 2. Mary, who married John Templeton, of Union County. 3. Joseph, who married Sarah Adair, of Carroll County. 4. Margaret, who married William Byrd, of Laurens District, South Carolina. 5. James, who married Mary Laird, of Fairfield, Indiana. 6. Janet, who married Solomon Manwaring, of Dearborn County. 7. Katherine, who married John Hitch, of Laurens District, South Carolina. 8. Robert, of whom further. 9. David Graem, who married (first) Agnes Taylor; (second) Mary McKinney, of Fairfield, Indiana.

(IV) General Robert Hanna, son of Robert and Mary (Parks) Hanna, was born April 6, 1785, in Laurens District, South Carolina, and was killed on the Peru Railroad in Indianapolis, Indiana, November 19, 1858. He married Sarah Mowery, who was born in Virginia, November 10, 1797, and died in Indianapolis, Indiana, August 29, 1837. The date of their marriage was March 18, 1813, and the place Brookville, Indiana. Their children were: 1. Valentine Claiborne, born in Brookville, November 8, 1813; married Frances Mary Smith, of New York. They were married by the Rev. Henry Ward Beecher. 2. (Captain) Robert Barlow, born October 29, 1815, died March 6, 1892; married Sarah Amanda Colman. 3. James Fulton, born in 1821; married Eliza Johnson. 4. William Harrison, of whom further. 5. Thomas Jefferson born August 5, 1825; married Jane Bolton. 6. George Washington, born June 22, 1828, died August 3, 1867. 7. David Graem, born September 16, 1830. 8. Catherine Mary, born in 1831, died in 1888; married Allison Hughs. 9. (Captain) Joseph Madison, born in 1833, died Februarty 22, 1862 from a wound received at Fort Donelson. 10. (Captain) Jonathan Littlejohn, born in 1835; married Madeline Smith.

(V) William Harrison Hanna, son of General Robert and Sarah (Mowery) Hanna, was born October 5, 1823, and was killed by lightning August 6, 1870, in Bloomington, Illinois. He married Frances Mary Stipp, who was born September 30, 1824, and died December 23, 1893. They had two children: 1. George Stipp, of whom further. 2. William Claiborne; married, in 1881, Louise H. Weldon.

(VI) George Stipp Hanna, son of William Harrison and Frances Mary (Stipp) Hanna, was for many years a prominent citizen of Bloomington, Illinois, having been born there. He contributed his generous share to that city's growth and prosperity, while promoting agricultural progress in methods and increasing real estate values. He not only did his part as a member of the diplomatic service of the United States in France and Germany in his youth, but showed the practical

trend of his mind by observing the improved methods used in those countries in stock raising. These observations he later made widely useful in this country in the raising of valuable breeds of cattle, and with such success that he became an acknowledged authority on the breeding of horses and short-horned cattle.

Mr. Hanna was always progressive, working with heart and soul for all the movements that looked toward the betterment of conditions of all kinds, helping with his time, his money and his inspiring example. His was a name to conjure by in those sections of Illinois where he had established his model farms, and done other things to forward agricultural interests for the whole community.

Mr. Hanna was educated in the schools of his native Bloomington, and at the University High School, at Normal, Illinois. In 1869 he accompanied the Hon. E. B. Washburn, United States Minister to France, to his post in that country, and for some time was a member of his diplomatic family. Afterwards, with the opening of new opportunities, he went to Germany and studied for a short time at Heidelberg University. At the time of the opening of the Franco-Prussian War he returned to Paris, where he acted in the capacity of German interpreter for the United States Embassy.

Returning to America, he became interested in agricultural development. He was an extensive land owner and proprietor of farms in Illinois and Kansas, his model farm near Holder, Illionis, being a notable achievement along the line of farming improvement. This Holder Neighborhood farm, with the valuable experimental work done under Mr. Hanna's supervision, has been of great value to the farmers throughout the country. With his cousin, Samuel C. Hanna, of Kansas, he imported horses from France, and also bred short-horned cattle. His interests in Bloomington were especially important, he being one of the founders of he Illinois Hotel, and the owner of the Hanna Building and other valuable properties. He was a Republican in political matters, and was a member of the Bloomington City Club.

Mr. Hanna married, October 31, 1895, at Detroit, Michigan, Ida Hannah Spence, a daughter of John Adams and Emily Ruth (Stevens) Spence, John A. Spence having been a successful attorney of Bloomington.

George S. Hanna died February 21, 1920, at Bloomington, Illinois. The influence which he wielded in all his active career was always of a positive and most helpful character. He considered the multitude in all his plans and enterprise, and many enthusiastic friends attest the loyalty, worth and unselfishness of this man.

McNALLY, Anthony,

Pioneer Building Contractor.

Of Anthony McNally, one of the pioneer builders of the great city of Los Angeles, California, it is said that in the twenty years from 1880 to 1900 nearly every fourth building of the business portion of Los Angeles was built by him in addition to several large projects outside the city. He organized the California Construction Company—the famous C. C. C.—a concern that built the United States Government docks at Honolulu, the San Pedro breakwater, the fortifications on Point Loma at San Diego, and the Mt. Tamalpais Railway in the San Francisco Bay region. Mr. McNally, who died in 1925 at the age of seventy-one, was born at Kelly's Cross, Prince Edward Island, Canada, on May 3, 1854, and attended the public schools of the vicinity. At the age

of fourteen he moved to Massachusetts, where he served an apprenticeship as a brick and stone mason. After becoming thoroughly experienced in this trade, he went West, to New Mexico, where he was associated with the Santa Fé Railroad, having charge of masonry, particularly the building of round houses. He was with the Santa Fé for a period of four years. In 1882 he went to Los Angeles, and the following year entered the contracting business in that city, with almost immediate success. He had arrived at the moment of opportunity, and had the necessary qualities to enable him to take advantage of that opportunity. A splendid workman himself, he possessed to a marked degree the ability to select and hold men of capability in his organization and the faith and vision to attempt large things. During the nineties he was the leading contractor in a rapidly growing city. The California Construction Company, which he organized, became known not only in Los Angeles but throughout California and even beyond its borders.

In connection with Abbott Kinney, he was responsible for the building of Venice, California, where he erected many of the stores, office and hotel buildings in the Venetian style. He took a keen interest in local affairs there and served as president of the First National Bank of Venice. For the Pacific Electric Railway he built the Venice, Sherman, Hollywood, Dominguez and other sub-stations. Among the Los Angeles buildings of note erected by him were the United States Hotel, the Los Angeles National Bank, the Wilson Block, Callahan Block, Westminster Hotel, Roberts Block, Burdick Block, the Philadelphia Brewery, which was the largest in Southern California, the Weil Block, Capital Mills, Hollenbeck Hotel, Turnverein Hotel, and the Griffith Block. Throughout his business career Mr. McNally maintained an enviable reputation for fair dealing, and he was considered one of the best business men in Southern California.

Mr. McNally was a Roman Catholic, and a member of the Knights of Columbus, Ancient Order of Hibernians and the Benevolent and Protective Order of Elks. He took an active interest in the affairs of the Pioneer Historical Society of Southern California, of which he was a member. During the nineties he served for one term on the City Council. His success as a contractor enabled him to branch out into other business enterprises and he had many large interests in mining and real estate and was the owner of considerable property. In 1912 he retired from active business, and in the spring of 1913 he and Mrs. McNally took an extensive trip abroad. They visited Continental Europe and the Holy Land and were in London upon the outbreak of the World War in 1914. They returned to Los Angeles by way of Canada, where they visited Mr. McNally's birthplace, and other places of interest.

Mr. McNally married (first) Sarah L. Cassidy, of Canada, who died in August, 1903, leaving one son, John Ambrose McNally. He married (second), in 1905, Susan Johnson, of Belleville, Canada, who survives him. Mrs. McNally is very active in clubs and charities and in church work. During the World War she served as chairman of women's war activities in her precinct, and was responsible for the sale of Liberty Bonds and the success of Red Cross and other projects. Mr. McNally died at his home in Los Angeles on August 31, 1925, at the age of seventy-one, and was buried in Calvary Cemetery, the services being held at the family residence, after which solemn high Mass was read in St. Paul's Church.

FOKKER, Anthony Herman Gerard,

Airplane Designer, Inventor, Manufacturer.

One of the pioneers of the airplane industry, Mr Fokker, whose interest in airplanes and flying, dates back to his boyhood days, has made many and highly valuable contributions to the development of flying and flying machines. A designer of great originality and daring, an inventor of extraordinary technical skill and vision, and possessing unshakable faith in the present and future possibilities of aviation, he turned very early in his career, his attention to the most practical application of his many talents, the manufacture of airplanes on a large scale for commercial purposes. In this field he has become one of the leading figures, both in Europe and in the United States, while Fokker airplanes have become known the world over for their many marvelous achievements, their unusual safety and durability and the impressive total of flights made, miles covered and passengers and freight carried safely, swiftly and regularly. To enumerate in detail all that has been accomplished by Mr. Fokker and by Fokker aircraft or to give a complete list of the contests won and the records established by them, would mean little less than to write a history of aviation during the last decade and a half.

Anthony Herman Gerard Fokker was born April 6, 1890, at Kediri, a town on the island of Java, a colony of the Netherlands in the Malay Archipelago, a son of Herman and Anna (Diemont) Fokker. His father was a wealthy owner of coffee plantations in Java, and, in 1896, retired with his family to his residence at Harleem, Holland, where he continued to make his home to the time of his death in 1925. There Mr. Fokker attended school, but at an early age his intense interest in mechanics put a stop to his formal education. However, his unusual keen mind permitted him to take this step without the harmful results which would have been apt to occur in the case of a more ordinary and less talented boy. With the greatest interest and a truly remarkable grasp for one of his tender age he followed the early experiments in aviation of the Wright Brothers and the French inventors of that period, and by deep study and continuous tests of designs, which he had fabricated from his own plans he was able to perfect model air planes possessing unique qualities of automatic stability.

His first airplane, constructed in 1911, almost entirely with his own hands, and on which he taught himself to fly, created a great sensation and won the Russian Military Competition held at St. Petersburg in 1912. This and other demonstrations of the superior qualities of this machine brought him a number of orders, and undismayed by the technical and financial difficulties which faced him, he then and there began the manufacture of airplanes on a commercial basis. Without interruption he has been engaged in this field since then, always at the head of his own business and with a success that even Mr. Fokker himself might have considered fanciful at the time of his entrance into business. At about this time his airplane made remarkable flight from Berlin to The Hague, which stimulated the interest of the German Government, but his home Government, not then realizing the potential importance of airplanes, gave him no encouragement. During the aero show at London in 1912 he offered his machines to the British Government, but there, too, he found no support. Shortly afterwards the Ger-

man Government made a three-year contract with Mr. Fokker for the instruction of military pupils, and a school was established at Schwerin, which later became famous. With this contract his business was placed on a paying basis, and during the World War it developed enormously. As the exploits of the Fokker planes, used by the German armies, increased in number and audacity, Mr. Fokker's fame spread to every corner of the world. It was during this period that he invented a synchronizing gear, making it possible to shoot with machine guns between revolving propellor blades, and he manufactured 42,000 of these for the German armies. Since then the basic principle of this remarkabe invention of Mr. Fokker has been employed on the airplanes of the armies and navies of practically all countries. In spite of his commercial connection with the German Government during the World War, he resisted all efforts to force him to accept German nationality and retained his allegiance to his native country.

The Armistice and the revolution in Germany threatened for a time to destroy all the results of Mr. Fokker's work, but he succeeded in transferring much of his material and most of his invaluable data to his native country. There he established the Netherlands Aircraft Manufacturing Company, with a large plant at Amsterdam, owned and directed by Mr. Fokker. This enterprise has also been eminently successful, and up to 1926 more than 10,000 Fokker aircraft of various types had been built and sold. They have gone all over the world and have given satisfaction everywhere. No less than forty-five different types have been produced, including monoplanes, biplanes and triplanes, pursuit planes, observation planes, bombing planes and torpedo planes, many of these being both land and seaplanes, amphibians and flying boats, and commercial craft ranging from large airliners to small sport planes. Governmental and commercial organizations of fourteen nations are among the purchasers of Fokker aircraft during the past six years, several of them in large quantities. After the war, Mr. Fokker was one of the first to build a special type of air plane for commercial transportation, based on the principle which is vital to all transportation, that of carrying the greatest possible load over the greatest possible distance, at the desired speed, for the smallest possible expenditure of money. This was in 1919. In the years following, fleets of Fokker commercial airplanes were built and delivered to the regular transportation lines which developed. In 1925 Fokker aircraft were used as standard equipment by the following regular European lines: Amsterdam to Brussels and Paris, Amsterdam to London, Rotterdam to Bremen, Hamburg and Copenhagen, Copenhagen to Hamburg and Amsterdam, Dantzig to Koenigsberg and Reval, Vienna to Budapest, Koenigsberg to Smolensk and Moscow, and several German lines. The total traffic of these during 1925 represented: Passengers transported, 43,365; mail and and freight transported, 1,450,000 pounds; distance flown, 1,992,000 miles. Fokker airplanes at the present time in operation cover a distance of over 10,000 miles daily, while the total mileage they have covered is now more than four and one-half millions. The expenditure derived from this intensive operation is the basis of the design of Fokker products of today. During all this time not a single fatal accident has occurred, due to any mechanical failure, convincing evidence of the remarkable safe flying qualities in-

herent in the Fokker planes. Neither Mr. Fokker nor his companies are financially interested in any of these lines, and Fokker aircraft always have been, are and continue to be sold on their merits, not through political pull or financial connection. The underlying principle in all Fokker designs is safety in flying qualities, as well as in construction, but in every other respect, too, Fokker aircraft represent the highest development of airplane design, the finest technical skill and experience, and the most rigid control of all material entering into their manufacture. A further and most potent reason for the excellence of Fokker planes from the pilot's point of view, lies in the fact that Mr. Fokker is himself one of the most experienced and skilled test pilots in the world and tries out every type of airplane he designs, in the air, personally.

Mr. Fokker believes that the greatest possibilities in the world for the commercial development of the airplane lie in America, and with a group of American business men, including Major Lorillard Spencer, Frank R. Ford and George R. Davis, he formed the Atlantic Aircraft Corporation, with a factory located at Hasbrouck Heights, New Jersey, on the edge of the Hackensack meadows. The company engaged in constructing airplane equipment for the United States Government and entered actively into the development and adaptation of Fokker commercial airplanes to American conditions, and their manufacture for the rapidly growing American market. Still another recent development in Mr. Fokker's activities in the United States was the organization of the Teterboro Airport, Incorporated. The stock of this corporation is held by the Atlantic Aircraft Corporation, the Wright Aeronautical Corporation and the Riser Land Company, all of whom are vitally interested in the immediate establishment of a properly organized flying field in the closest possible proximity to New York City. At Teterboro, New Jersey, adjacent to the plant of the Atlantic Aircraft Corporation, a lease has been obtained on a tract of more than two hundred acres, only six and one-half miles from the center of New York City, and only twenty minutes distant from the Hudson ferries, with which it is conected by cement State roads. By the spring of 1926 this airport was rapidly reaching completion, and when finished, it will compare favorably with the most modern establishments of its type anywhere.

The latest and most successful type of Fokker commercial airplanes, the ten-passenger "Trimotor" Airliner has met with outstanding success. It is a development of the famous United States Army transport T-2, built in Mr. Fokker's Amsterdam factory, with which Lieutenants Kelly and Macready in 1923 made their record-breaking non-stop coast to coast flight across the United States in less than twenty-six hours, and of the highly successful single-engined Fokker F-VII type, used on the airlines in Europe. The "Trimotor" made its first appearance in September, 1925, and between then and April, 1926, covered about 17,000 miles, needing practically no factory attention during this period. It was in constant use on a series of tours for the treble purpose of demonstrating the ship as a hard service test and as a business vehicle for Mr. Fokker. It visited some twenty-eight cities in various parts of the country, and among its most notable performances should be mentioned a perfect score in the Ford Reliability Tour in the fall of 1925 and an extended New York-Florida Tour in the winter of that year.

It is a monoplane with three Wright "Whirlwind" two hundred horse-power air-cooled motors and possesses, in the most refined form, the inherent qualities of automatic stability which have always been such an extraordinary feature of all Fokker planes. Eventually this ship was entirely reconditioned and fitted with special appliances required for Arctic flying and then became the property of the Arctic expedition headed by Commander Richard E. Byrd, United States Navy, being renamed the "Josephine Ford." Its wonderful achievement, under the courageous and able guidance of Commander Byrd and his pilot, Floyd Bennet, in flying across the North Pole and back from Kings Bay, Spitzbergen, in May, 1926, has now become a matter of history. Two other Fokker planes, one a special Trimotor, the other a standard single Liberty engined Fokker F-VII monoplane, became the flying equipment for the Detroit Arctic Expedition in Alaska, headed by Captain George H. Wilkins, also undertaken in the spring of 1926.

To the rapid development of regular air lines in the United States, which has taken place during the past year, the convincing demonstration of the Fokker "Trimotor" plane, piloted mostly by Mr. Fokker himself, has contributed to a considerable extent.

On contract air mail route No. 1, Boston-New York, Fokker "Universal" single-engined planes were adopted by the operators, Colonial Air Transport, Incorporated, early in 1926, and have been running since then with great regularity and reliability. A more important development still was the entry of the Philadelphia Rapid Transit Service, Incorporated, into the field of air transportation. It is the first of the country's great transportation organizations to do so. After careful investigation in Europe and elsewhere, the P. R. T. Company entrusted Mr. Fokker with the complete establishment and supervision of a regular line for passengers, mail and express, as preliminary test, between Philadelphia and Washington, District of Columbia, later extended to Norfolk, Virginia. In a few weeks, thanks to Mr. Fokker's usual energy and resourcefulness, the line was in operation, fully equipped with three Fokker "Trimotor" airplanes, field installations, hangars, passenger stations, trucks and personnel. Since July 16, 1926, when public passenger service started, up to this date, September 21, over 2,100 passengers have been carried. The schedule now in operation comprises three round trips daily between Philadelphia and Washington and one daily between Washington and Norfolk.

Mr. Fokker's own faith in the unlimited possibilities of commercial aviation in America is so strong that he has made the United States his home, and is developing his airplane business here as his principal activity. At the present time the Atlantic Aircraft Corporation employs about one hundred and fifty people, and is capitalized at $400,000. As business increases, the number of employees grows almost daily, and it is also proposed to increase the financial resources of the company. Among the most recent orders were several for the United States Government, including three machines for the United States Army, of the same type as used by Commander Byrd in his North Pole flight, to be used as transport ships, and a development order for two new types of large bombing planes, as well as commercial orders from different parts of the United States and Canada, for all kinds of purposes.

Mr. Fokker is a member of scientific

societies in various countries, including the Society of Automotive Engineers, and of several sporting clubs. He is also a frequent and always interesting contributor to scientific journals throughout the world on aeronautic subjects, on which, of course, he is considered one of the leading authorities. His principal sources of recreation are yachting, automobiling and speed boats. The number of his inventions is very large, and they are covered by some one hundred and sixty technical patents, covering a wide range of features of his designs.

JOHNSON, Harry Leonard,

Shoe Manufacturer.

In "The Valley of Fair Play" Harry L. Johnson spent the active years of his life, an integral, vital part of the work that has been accurately described as "a great industrial democrat," and in the history of the region that includes the district with which he was so closely identified, his name has honored place. There are men who command the allegiance and loyalty of their fellows only as they occupy unrivalled the place of leadership, with their lieutenants of markedly inferior executive and organizing quality. Harry L. Johnson won the admiration, devotion, and unswerving fidelity of his co-workers in the Endicott-Johnson Corporation without the prestige of a supreme command by the diligent performance of the duties that were his, by a ceaseless zeal in the promotion of the welfare of his fellows, by a greatness of heart and loftiness of spirit that, expressed in the countless contacts of everyday life, revealed him to them as a man in whom rare attributes of manhood were regnant. He was one of the three brothers who have placed the name of Johnson in a position of unassailable eminence in American industrial annals, and while the work of a lifetime cannot be fully encompassed in this record, the spirit that dominated his service can be caught in the words of his associates, standing as a memorial to

One who never turned his back but marched breast forward,
Never doubted clouds would break,
Never dreamed, though right were worsted, wrong would triumph,
Held we fall to rise, are baffled to fight better, sleep to wake.

Harry L. Johnson was a son of Francis Alonzo Johnson, his father a shoemaker by trade, and a veteran of the Civil War. Francis A. Johnson had enlisted in the army with the first gun of the war between the States, joining a company organized in Milford, Massachusetts, which later became part of the famous 40th New York Regiment of Infantry, popularly known as the Mozarts. Previous military training in the State militia won him a second lieutenant's commission, and afterwards he became captain of his company, serving until 1863, when he became incapacitated for active service and retired. An enthusiastic patriotism was one of the ruling forces of his life, and his memory was most appropriately honored when his name was given to the Johnson City Post of the American Legion, the local Grand Army of the Republic post having been founded by him. Harry L. Johnson's mother was Sarah J. (Aldrich) Johnson. The Rev. William MacAlpine, of Johnson City, in "A Brief Memoir of Harry Leonard Johnson," from which much of the material in this record is taken, speaks of Mr. Johnson's intense love for his mother, and at one point continues:

She was a woman with a sweet, kindly face, she had a great passion for Christ as expressed in His church. More than once the family has found a note in the home saying that they were to eat

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Harry L. Johnson

their meal without her for she would be with a sick neighbor. She was a Dorcas in her community. She was ready to give her strength, time and means, even beyond her ability. There was a breadth of view in Mrs. Johnson's character that is not usual. She was a Methodist in church connection, but she recognized that Christ had sheep that were not of her fold. Her helping hand knew no creeds. She was ready to help Catholic or Protestant, Jew or Gentile. She is kindly remembered until this day, though long since in Heaven. Her name in the community where she served is like the fragrance of a sweet perfume. It would be difficult to see how a man could have such a mother and not inherit her tendencies and be influenced by her acts and memories. Mr. Johnson endorsed this inheritance and delighted to develop it. His spirit was tolerant of all creeds; his generosity was a marked characteristic, and his devotion to his church remained with him until the day of his departure.

Francis Alonzo and Sarah J. (Aldrich) Johnson were the parents of five children: Oscar E., Charles Fred (C. Fred), George F., (q. v.), Lottie May, and Harry L., of whom further.

Harry L. Johnson was born in Hopkinton, Massachusetts, August 30, 1873, his parents soon after his birth moving to Plymouth, in whose inspiring historic surroundings he was reared. He attended grammar and high school in Plymouth, being graduated from the high school, his youthful years made busy by selling newspapers and industrious pursuit of any odd jobs that were available. After graduation he became a clerk in the Plymouth post office and when he left New England he held the position of assistant postmaster. His brothers, C. Fred and George F., had located in the town of Lestershire, New York, the rise of George F., whose ability and energy were ably supported by his brother, C. Fred, described in detail in other pages of this work. The father and mother of the family still lived in Plymouth, and although Harry L. was anxious to join his brothers in Lestershire their consent was gained only after much delay and persuasion. He left Plymouth at the age of twenty-two years, accompanied by his wife to enter the employ of the Endicott-Johnson Company, in which he later became a director and general manager of the Johnson City factories.

When Mr. Johnson came to Lestershire the entire business was conducted in one factory, now known as the Pioneer or Corliss Avenue factory, and he worked at first with Mr. Bixby in charge of orders, later entering the shipping department. George F. Johnson, with broad visions of the possibilities of the shoe industry, had located tanneries and factories on the edge of the village of Union. The site of the business soon became Endicott and absorbed the village of Union, the sales department and general offices being moved to Endicott, some of the offices later being returned to Johnson City, Harry L. Johnson first joined the sales department in Endicott, but subjoined the sales department in Endicott, but subsequently became assistant to his brother, George F., in the administration office, having first proved his title to a position of trust and responsibility. Always a worker, quick to grasp principles and practice, unsurpassed in diligence, there was none to state that he was not in every way worthy of the important office to which he was called, and the prominence that he attained. All the brothers at this time were in Endicott, in accordance with the cardinal principle of their business creed that the employer should share the environment of his employees, and it was necessary that at least one of them should live in Johnson City. Harry L. was appointed general manager of the factory in the latter place and occupied this office until his death, his administration notable

for the high degree of industrial efficiency attained and for the place he gained and held in the hearts of his people. The facts and figures of the industrial activity at Johnson City show an enterprise of the first magnitude, to whose success and prosperity Harry L. Johnson contributed in leading measure. Men are prone under such conditions to excessive satisfaction and self-complacency, but Mr. Johnson had a habit which he said successfully overcame such inclinations. There are hills back of Endicott from which there is obtainable a commanding view of the surrounding country, river and valley. Quite frequently Mr. Johnson climbed the hills to look at Endicott and the great factories from the heights. He said that when you were in Endicott the factories looked large and you became proud of your work, but when you saw them from the hills against the valley, river and mountains they looked small and insignificant. This humility of spirit and fear of pride was characteristic throughout his life.

Loyalty to the Endicott-Johnson business was almost a religion to Mr. Johnson, superseded only by loyalty to his sense of righteousness. Possibly the only person with whom he had no sympathy was a disloyal employee, and it was also difficult for him to feel kindly toward those who, possessing only a partial knowledge of what the company was trying to do, nevertheless attacked their policies. Harry L. Johnson, with natural love and regard for George F. Johnson as his older brother, had an earnest admiration for him as a captain of industry and for his true brotherhood with all men. Together they worked out the method and detail of their industrial democracy, each careless of the credit provided the desired ends were obtained, each sustained by the belief and faith that real progress and enduring success is only obtainable as every individual connected with an enterprise is benefited and uplifted. "The Golden Rule" and the "Square Deal," and the good will became synonymous with the name of Johnson in "The Valley of Fair Play," and the good will, fairness and uprightness of Harry L. Johnson were as unquestioned as the rising and the setting of the sun. He was essentially democratic, went to the office each morning at 7 and returned about 5, invariably wore a cap, walked with both hands in his coat pockets, and had a friendly greeting for every one he met. Every employee knew that if he were dissatisfied with the adjustment of a grievance by his foreman or his superintendent, Mr. Johnson's office was always open and justice and satisfaction could there be unfailingly obtained. Many labor disputes were settled around the green-covered table in his private office. There had arisen a dispute as to wages given the men of a certain operation. Mr. Johnson had the men meet him in the office at an appointed time. When they arrived they found the complete record of wages, costs and profits of the operation lying on the table. One, speaking of it afterward, said that Mr. Johnson was very frank with them; listened to their side; stated the side of the company was doing the right thing. He said that you felt ashamed of yourself for doubting his fairness. There was no pride of position or arrogance of power. He was an elder brother. The men left the office with renewed confidence that their interests were being well taken care of.

The Endicott-Johnson shoe factories employed people without regard to religious beliefs, and although Mr. Johnson was a lifelong communicant of the Meth-

odist Episcopal Church he was the soul of liberality and tolerance on the subject of religion, coöperating with the Roman Catholic priest in his work and assisting all other denominations in times of need. He did, however, desire to see a union of all churches but when a coal shortage in the winter of 1917 gave opportunity for union services he became convinced of the need for separate denominations as expressing variety of temperament among human beings. However, although he gave up the championship of union, he strongly stressed unity, and largely through his fostering a helpful spirit of coöperation exists among the churches of Johnson City. He had joined the Plymouth Methodist Episcopal Church when a boy about thirteen years, and at his death he was president of the board of trustees of the First Methodist Episcopal Church of Johnson City, a faithful attendant at the morning service. He was deeply interested in the Practical Bible Training School of Johnson City, was for a time director and trustee, and often attended services, especially at the time of the conference sessions.

The details of the work among the Endicott-Johnson employees, in which he was a moving spirit, constitute an outline of one of the finest industrial achievements of the age. They can only be touched upon here, for their name is legion. Recognizing that many people without homes required a place to entertain their friends at dinner or in a social way in some place they could call their own, the "Your Home Library" was established for this purpose in Johnson City and a similar institution in Endicott. This was Mr. Johnson's favorite enterprise, and he had control of the Johnson City Library, which was built like a residence of comfortable dimensions, with rooms tastefully decorated, simply furnished, and adorned with carefully selected pictures of real artistic merit. There are reading, game, and committee rooms, a well-equipped kitchen and spacious dining room giving dining accommodations, the only charge being for use of linen and washing dishes. A stereopticon and later a moving picture machine provided for the entertainment of children, who were at all times very close to Mr. Johnson's heart. The younger children were annually invited with their parents to a Christmas community tree held either in "Your Home" or the Community Hall, and at the last party before his death, Mr. Johnson took the part of Santa Claus in costume, representing in physical aspect the Christmas spirit which he bore all seasons.

The medical relief system of the Endicott-Johnson Corporation for any one in suffering could command his wholehearted aid. Under this system doctors attend all employees and members of their families who need medical attention, several free maternity hospitals are conducted, and even major operations are performed at the expense of the corporation, and persons needing the attention of specialists from distant cities are helped to secure their services. The company has the use of a home in North Central New York known as the "Ideal Rest," where persons who develop consumption are sent, without expense, remaining there while there is any hope of recovery. Other places are maintained a short distance from Binghamton, where convalescents are cared for and strengthened by pure country air and nourishing food until enabled to return to the duties of home or factory. These humanitarian projects are conducted in the spirit of the mother of sainted memory, and it is almost impossible to fix credit or responsibility upon any one of the brothers.

Their aims and ideals were almost identical, and that which the judgment and charity of the one would dictate was almost sure to represent the wishes and hopes of the others.

Americanization work received Mr. Johnson's hearty support and trained teachers were employed for the instruction of foreigners in classes in "Your Home." Interested in all concerns of the family welfare, Mr. Johnson did much to further the efficiency of the public market, the market master, John Patterson, evolving the dining service for employees, for which he was highly commended in public by Mr. Johnson. Mr. Johnson was a believer in the principle of the workers' coöperative store, and although the inauguration of this system of merchandising brought numerous difficulties his good will and unquestioned desire to promote the best interest of all brought about a satisfactory conclusion. With the advent of the housing problem, from which Johnson City suffered in common with the rest of the country, Mr. Johnson conceived the idea of building houses for the people of the factory, renting these houses to employees with a family and the rent being applied to the purchase price of the house, which within a few years would come into the sole possession of the workers. He purchased the Cook farm on the southwest side of Johnson City, converting this tract into a residential section containing comfortable and attractive detached houses set in the midst of carefully laid out streets, well lighted, with graded lawns and shade trees. This he named the "Square Deal Tract," and certain it is that neither in this nor in any other connection did any employee of the Endicott-Johnson Corporation received treatment that in any way departed from the principle of which this name is emblematic.

Mr. Johnson persistently refused positions and offices which would take him from his chosen work of making shoes. His name once appeared as vice-president of a newspaper publishing company, a purely nominal relation, for he was seldom within its editorial room and never wrote an article for the journal. Only once did he break this rule, and on this occasion he became a director of the Morris Plan Savings Bank, the Morris Plan system of regarding a man's character as collateral that can be listed, so winning his admiration that he could not refuse to serve.

His social interests were largely confined to the various activities of his community, and he participated actively in the Boy Scout movement. He was one of a group of men who purchased the little Oteyokwa Lake and club house a few miles outside of Binghamton, an ideal spot among the hills which the owners were inclined to make private property. Mr. Johnson announced his decision to withdraw from the project unless such a beautiful example of God's handiwork should be open to all of His creatures. The Boy Scouts of Binghamton and vicinity were in search of a suitable camping place for the summer season, and Mr. Johnson took the matter up with the other owners of the lake with the result that it was offered to the Scouts for their summer camp for that and following years. Mr. Johnson was a member of the Council whose charge is scout activities of Binghamton and vicinity, and he was chairman of the committee in immediate control of the Johnson City Scouts. He had boundless faith in boyhood and often made the statement that "a boy would be all right if the older folks would let him alone." The Binghamton Community Service was the object of his helpful attention, and he was a frequent visitor to

its rooms and a generous supporter and an enthusiastic advertiser of its accomplishments. He was a member of the Rotary Club, and fraternized with the Independent Order of Odd Fellows, although his chief interest lay in affairs with a general community connection and of a public character.

The war period and its activities were a heavy strain upon the nervous strength of Mr. Johnson. The fighting blood of his soldier father was in his veins. He was above the age to go to the front, so he put all his energies into supporting the boys "over there." He was the leading figure in the many farewells to the boys held in the dining rooms of the factories. The upper floor of his garage was turned into a sewing room where the women of the community met to sew for the boys and the needy created by the war's desolation. He set an example to the whole community by turning his beautiful lawn into a potato patch so as to help increase the food supply. He was an active figure in all the war drives for the various loans made to the Government. He dined the people, exhorted them and gave an example of generous subscribing. Johnson City never fell below its quota but always reached the goal and went beyond. Mr. Johnson often subscribed to a war fund or Red Cross drive in the name of another person or society. The morning paper at one time reported that each church in the community had subscribed $1,000 to the Red Cross. It was discovered later that Mr. Johnson had subscribed and paid the subscriptions in the name of the churches. The actual amount of his giving to these and other causes will never be known, for his giving did not always appear under his name. Mrs. Johnson was a worthy helpmeet in all this work. She took charge of the Red Cross sewing classes, organized the gauze class for the making of bandages, and was active in soliciting subscriptions for this work. At a later time she transferred some of these sewing classes into permanent classes for young girls, and they are being conducted at the present time in "Your Home Library."

Mr. Johnson married, in Plymouth, Massachusetts, September 4, 1894, Sophie Baumgartner, of Swiss ancestry. Rev. Mac Alpine wrote as follows of their marriage and their life together.

> Their marriage was the culmination of a school boy and girl romance. Often the love affairs of our school days remain but pleasant memories and we marry another. When these youthful romances result in marriage they give an added tie and tenderness to married life. It becomes difficult to think of a time when your partner was not a part of your life, thought and plans. You can readily imagine that he enjoyed a beautiful home life. Mrs. Johnson is a retiring home-loving woman. Her home and family is her kingdom as the factory and community was that of Mr. Johnson. They had been so long together that their lives were closely intertwined. They presented a pleasing sight as they walked together, up and down the walk, before their home. She enjoyed the full trust of Mr. Johnson. He trusted everything to "Mother's" judgment. The only complaint ever heard was that he devoted so much time to the affairs of the community that he had to forego many an evening that he wanted to spend in his home.

Mr. and Mrs. Johnson were the parents of the following children: Arline, married George L. Brett, Jr., and lives in Massachusetts; Helen and Jane, who died in infancy; Hermione, married Donald Collingwood, and lives in Boston, Massachusetts; Harry L., Jr., and Ruth, at home. Mr. Johnson enjoyed greatly the parties given for his children and joined heartily in all of their merriment and jollity. He was a lover of music, a performer of excellent ability on the organ and piano, and for a time played the pipe organ in his home church at Plymouth.

In the spring of 1921 Mr. Johnson suffered a nervous breakdown, brought about by a weakened physical condition, due to the activities of the war period and the strain incidental to the readjustment of the great industry and its thousands of workers who met post-war conditions. He sought health at a physical training farm at Garrison, New York, and seemed to regain his strength; thence proceeded to his summer home at Long Pond, near Plymouth, Massachusetts, where he spent July and part of August. Returning to Johnson City in order that his son, Harry L., Jr., might have special treatment for a broken arm, he seemed at times to be his old self, although he did not resume his official duties, and soon planned a fishing trip with an old friend, A. C. Denning, a superintendent of one of the factories. At Riley Brook, Nova Scotia, about thirty miles from a railroad station and a telegraph office, he was stricken with apoplexy in the early morning, death following at once, September 5, 1921. He is buried by the side of his parents and his children in the beautiful Pine Hills Cemetery in Plymouth, attended to his last resting place by his family and the friends and associates of earlier and later years. Upon the wall of his office there had hung the framed Scriptural words: "Be not weary in well doing, for we shall reap in due season if we faint not." This is a memorial to one who fainted not in any good work of life, who ran a good race and who, finishing the course, knows now joys and rewards beyond measure.

MAYO, Hamilton,

Lawyer, Public Official.

For nearly half a century preceding 1924, the legal profession was ably and honorably represented in Leominster by Hamilton Mayo, who, during that time, won to a degree seldom exceeded, not only the confidence and the admiration, but also the respect and love of his associates.

Born at the family homestead in Westminster, Massachusetts, February 26, 1851, Mr. Mayo was a son of William and Mary (Goddard) Mayo. He early gave evidence of those qualities of character which win success. Thrifty and studious even as a young man, he finished his course in Meriden Academy with graduation in 1869, and then entered Dartmouth College, from which he was graduated in 1873. He had already chosen the legal profession as his field of future achievement, and after the completion of this college course he at once began his professional preparation in Albany Law School, from which he was graduated in 1874. He was admitted to the bar the same year, and in February of the following year opened an office in Leominster. From that time to the time of his death, a period of nearly fifty years, he was continuously engaged in general practice. A steady worker and fundamentally a student, he combined with these qualities executive ability of a high order and sound judgment. Added to these his wide and sound knowledge caused him to be much sought for advice concerning intricate legal matters. In 1883 he was appointed trial justice, and the duties of that office he ably discharged for many years, bringing to his work the full advantages of his wide knowledge and displaying undeviatingly a profound regard for the intrinsic justice of each legal settlement.

In addition to his legal practice, Mr. Mayo was president of the Leominster National Bank up to 1917, when he resigned, recommending at the same time Fred A. Young, who succeeded him. He continued his connection with the bank as a member of the board of directors,

American Mathematical Society

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Hamilton Mayo

however, and was also actively interested in the Leominster Savings Bank, being a member of its board of trustees and of its board of investment. In the last-named connections it is a matter of record that he "weighed things carefully, judged impartially, and dealt honorably." It is also recorded that "he stood firmly for the highest ideals in the community-at-large."

The professional and business interests mentioned above, however, represent but a part of Mr. Mayo's activities and achievements. From the beginning he took an active interest in public affairs, community, State, and National, and his fellow-citizens gave evidence of their confidence in his ability and his integrity by electing him to serve them in public office. He served locally as town auditor, and as chairman of the School Board, besides filling minor offices from time to time, and was a trustee of the public library from 1907 to the time of his death. When Leominster was incorporated as a city he was elected to the City Council and subsequently was president of that body. In 1903 the people of the Leominster district chose him to represent them in the State Legislature, where he served efficiently, 1904-05. In an unostentatious manner Mr. Mayo was a generous friend to the poor and needy, and he served as the first president of the Leominster Home For Old Ladies.

Fraternally, he was affiliated with Leominster Lodge, Independent Order of Odd Fellows, since 1876. He was also a member of the Leominster Club, Leominster Historical Society, Monoonock Country Club, and of the corporation of the Home For Old Ladies, as well as of several other organizations. It is said of him by those who knew him best that "his whole life was of marked usefulness to his fellow-men and to town and city."

Hamilton Mayo married, on October 30, 1889, at Leominster, Laura Merriam, daughter of Charles H. and Laura S. (Wilder) Merriam, the former of whom was for many years a successful lawyer in Leominster, a veteran of the Civil War, a Representative of the State Legislature, 1869 to 1871, and a State Senator, 1878-79.

Mrs. Mayo is a descendant of William Merriam, a resident of the county of Kent, England, whose son Joseph came to this country in the ship "Castle of London," which arrived at the port of Charlestown, Massachusetts, in July, 1638. Joseph Merriam settled in Concord, Massachusetts, where he had a comfortable homestead. From Joseph Merriam the line descends through son John, married Mary Cooper; their son Nathaniel, married Mary Taylor; their son John, married Abigail Howard (or Hayward); their son William, who married Esther Bellamy; their son Josephus, who married Betsy Rand; their son Charles Henry, born in Essex, New York, March 1, 1822, married, at Leominster, November 10, 1862, Laura S. Wilder, and became the parents of Laura Merriam, who married Hamilton Mayo.

Hamilton and Laura (Merriam) Mayo became the parents of the following children: 1. Esther W., who married Dr. Willard H. Foss of Leominster, and they have one daughter, Elizabeth Merriam. 2. Winthrop M., who married Claire M. Kinlen; they have three children: Winthrop M., Jr., Virginia E., and Mary Elizabeth.

Because of its sincerity and adherence to truth, the following tribute paid by the editor of one of the local publications, is worthy of permanent record:

> Mr. Mayo was always public-spirited and took an active interest in the religious, educational, and commercial life of Leominster, whole-heartedly giving the best he had for the furtherance of those

interests. The city has been enriched and honored in having among its residents for so many years this urbane and exemplary character, one of those

Men who for truth and honor's sake
Stand fast and suffer long.
Brave men who work while others sleep,
Who dare while others fly.
These build a nation's pillars deep
And lift them to the sky.

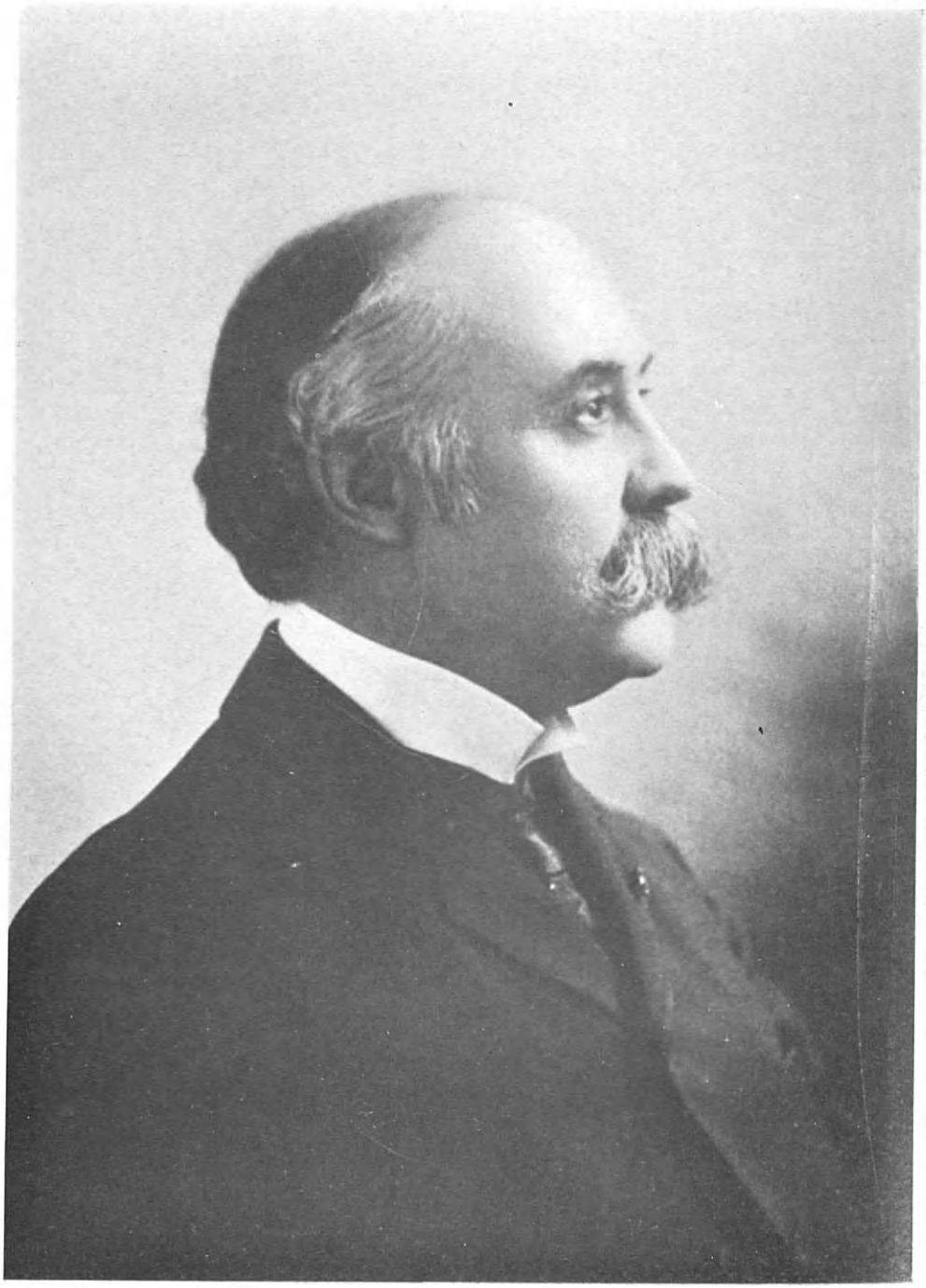
ANDREWS, Roy Chapman,

Naturalist and Explorer.

Throughout the years of countless chroniclers, scores of zealous investigators and throngs of writers have taken their part in the work of making the world known to itself, and one who is presently engaged in this pursuit and who has contributed advices and discoveries of inestimable value is Roy Chapman Andrews, whose name is indelibly associated with the opening of Asiatic and Mongolian life to the view and observation of the twentieth century. Until the last century, it was thought that man's first appearance on earth could be computed by the chronologies extant at the time, but with the development of geology and archaeology and their application to research, it is no longer necessary to discuss these chronologies, for it has been made manifest that this earth must have been the seat of vegetable and animal life for a vast period of time and that although the appearance of man was relatively recent it still dates to a vast antiquity. This and the work of bringing to the western world accounts of the life, civilization and customs of the peoples of remote and inaccessible lands form the field to which Mr. Andrews has been devoting his time and efforts and in which he has attained substantial and distinguished success.

Roy Chapman Andrews was born in Beloit, Wisconsin, January 26, 1884, a son of Charles E. and Cora M. (Chapman) Andrews. He received his early education at the local public schools and was duly graduated from the Beloit Collegiate Academy in 1902. Thereafter he attended Beloit College and received his degree of Bachelor of Arts with the class of 1906. Since that time he has been honored by Columbia University, from which institution he received his degree of Master of Arts in 1913, and Brown University conferred upon him the honorary degree of Doctor of Science at the Commencement exercises in June, 1926. Upon his completion of his studies, Mr. Andrews became identified with research work in Natural History, and in 1908 traveled and explored extensively throughout the Alaskan Territory. He was selected as special naturalist aboard the U. S. S. "Albatross" on its voyage to the Dutch East Indies, Borneo and the Celebes Island during 1909 and 1910, and in the next year explored in North Korea. He accompanied John Borden and his Alaska Expedition in 1913, which was devoted to the study of whales and other water mammals.

In 1914 he was appointed chief of the Division of Asiatic Exploration of the American Museum of Natural History, and has since led several expeditions of research and exploration throughout that part of the globe for the institution. In 1914, he guided the first party to Thibet, Southwest China and Burma. This enterprise proved so successful that another voyage was arranged and carried on in 1919, at which time Mr. Andrews led his party throughout Northern China and Outer Mongolia, and on his return in November of that year he brought with him one of the finest collections of sheep ever obtained. He published an interesting article in "Harper's Bazaar" in the March, 1920, issue concerning his camping experiences in Asia and a treatise on



George Franklin French, A. M., M. D.

Argali sheep. In 1921 arrangements were made for the third expedition to leave for Central Asia, to return in three years and then organize for further work in Central Asia with a series of explorations until 1928. During this third trip, Mr. Andrews reported the discovery of bones of five million-year-old dinosaurs and rhinoceroses in Mongolia. He also brought to light evidences of primitive human life on the Central Asiatic plateau including the skull of a large creodent and other prehistoric specimens, which he shipped to the American Museum of Natural History. Bringing modern means to use in exploration and travel, he introduced motor cars and traveled more than 6,000 miles, opening up the Gobi Desert to motor driven vehicles for commercial purposes. He uncovered some of the richest fossil fields known in the world and also bones and part of the skeleton and skull of the baluchitherium, the largest known mammal. He returned to America in November, 1923, and brought with him conclusive evidence that Central Asia was the paleontological Garden of Eden and was the origin and center of distribution of much of the mammal and reptile life of the world. Having discovered geological strata previously unknown, Mr. Andrews is determined to devote all future explorations and research in specializing in the study of primitive man in Asia, for he strongly supports the theories of evolution and believes the most fertile section for further development is in Asia. He had already reported traces of the earliest type of man in the Gobi Desert which he classed as "dune dwellers of Shabarack Ussu." He left in the early part of 1926 for his fourth expedition, making Peking, China, his headquarters. He obtained permission from the Mongolian government to carry on the work in the Gobi Desert and adjacent regions. However, conditions were not favorable to him this time, and he was forced to abandon his explorations because of the warring factions in China. His camel train was destroyed by an incursion of one of the hostile bands, and he returned to the United States. Still, he plans to continue in the work and as soon as the situation permits will return to complete his studies.

During 1918, while he was in China, he was affiliated with the Intelligence Service of the country. He is also a Fellow of the New York Academy of Sciences, the Biological Society of Washington and the Linnaeus Society of New York, and is identified as a corresponding member of the Zoölogical Society of London. His comprehensive knowledge and deep study into matters of Natural History have made him the author of several charming books pertaining to his explorations and researches, "Whale Hunting with Gun and Camera," "Camps and Trails in China," "Across Mongolian Plains," and numerous American Museum of Natural History publications. He is prominently included in the membership rolls of the Sigma Chi Fraternity, the Century Club, Explorers Club, Authors Club, Boone and Crockett Club and the Ends of the World Club.

Mr. Andrews married, October 7, 1914, at Paris, France, Yvette Borup, of that city, and they are the parents of the following children: 1. George Borup. 2. Roy Kelvin.

FRENCH, George Franklin, M. D.,

Surgeon, Physician.

By virtue of his personality, wide knowledge, and human sympathies, George Franklin French, M. D., was well known as a skillful and able physician in the East,

where he early made his home, and in the West, where he later resided. As renowned was he, also, for his educational work in connection with medical schools and in the form of technical medical publications. Meantime, he played a leading part in the dramatic turning point of American History, which centered in the Civil War, for Dr. French was appointed, as the culminating honor shown him, Surgeon-in-chief of the First Division of the Fifteenth Army Corps on Sherman's "March to the Sea."

This record is quite in the tradition of the French family, which included names famous in practically every stage of development of the United States. The first of his forebears in America, not of the surname French, was Thomas Dudley, born in 1576, died in 1653, who came from England in the "Arbella" as deputy governor of the Colony of Massachusetts Bay in 1630, and who became the second governor of that colony in 1634, long holding the office. He was commissioner for, and twice president of, the United Colonies, and one of the founders of Harvard College. His daughter, Anne Dudley, married Governor Simon Bradstreet, born in 1603, died in 1697, who immigrated from England with Governor Winthrop in 1630, settled at Andover, and rose from the position of first secretary of the colony of Massachusetts Bay to governor. Their daughter, Hannah Bradstreet, married Andrew Wiggin, grandson of Governor Thomas Wiggin, of New Hampshire; their daughter, Abigail Wiggin, married William French, of the fourth generation of Frenches in America. The French family was founded in this country by Thomas French, who came from England, settling in Ipswich, Massachusetts, about 1635, and who married Susan Riddlesdale. Their son, Ensign Thomas French, married Mary ———; and their son, Thomas French, married Mary Adams, and they were the parents of William, above referred to, who lived in Stratham, New Hampshire. Andrew French, son of William and Abigail (Wiggin) French, married Abigail Marston, daughter of Captain Thomas Marston, and their son, Lieutenant Andrew French, a Revolutionary soldier, married Anne Williams. Their son, Elijah French, married Mary Murdock, and their son, Andrew French, of Dover, New Hampshire, married Elizabeth Whidden Ayers, and the son of this couple was John Andrew French, father of the subject of this record. Another famous name in the lineage is that of Joseph Bolles, from whom Dr. French was seventh in descent.

John Andrew French was born May 12, 1818, and died November 22, 1862, son of Andrew and Elizabeth Whidden (Ayers) French. He was an overseer in the Dover Cotton Mills. He married Mary Elizabeth Twombly, and they were the parents of George Franklin French, of whom further.

George Franklin French was born in Dover, New Hampshire, October 30, 1837. He was educated in the Dover public schools, completing the high school course, and graduated from Harvard University with the degree of Bachelor of Arts in 1859. While tutoring, he pursued his medical studies in the Harvard Medical School, receiving the degree of Doctor of Medicine in 1862. In 1871, Dr. French took his Master's Degree at his *alma mater*.

Soon after completing his medical course he was appointed Acting Assistant Surgeon, United States Army, August 13, 1862. Advancement came with his appointment by President Lincoln, after nearly a year in the Alexandria (Virginia)

hospitals, as surgeon of the United States Volunteers, and he was assigned to duty on the personal staff of General Grant, with whom he remained until the general departed for Washington in 1864. Assigned to the duty of establishing field hospitals in the wake of General Sherman's Army, he organized and managed a hospital of 3,400 beds at Rome, Georgia, and later one of 5,000 in Atlanta. He was Surgeon-in-Chief of Sherman's 1st Division, 15th Army Corps. The war over, he was breveted lieutenant-colonel and tendered a commission in the regular army, which he declined. His resignation had been sent June 5, 1865.

Dr. French established himself at Portland, Maine, in the general practice of medicine, in 1866. In his thirteen years of practice there he built up an extensive clientele and was a prime mover in the development of hospital and medical schools of the city. He occupied the chairs of Physiology, Practice of Medicine, and Obstetrics in the Portland School for Medical Instruction, and was a member of the original staff of the Maine General Hospital. The ill health of his wife and the necessity for a radical change of climate resulted in their removal to Minneapolis, Minnesota, in 1879. He resided there and practiced almost to the hour of his death, July 13, 1897.

To Dr. French a commanding place in the ranks of physicians was promptly accorded, and he soon had an extensive and lucrative practice. Inspired by zeal for humanity, he labored to build and foster hospitals and a school of medicine in Minneapolis. In 1881 he was appointed lecturer on Obstetrics in St. Paul Medical College. He was a founder and an incorporator of the Minnesota College Hospital, in which institution he occupied the chair of Obstetrics. He later became professor of Gynecology in the Minnesota Hospital College, nucleus of what was later the medical department of the University of Minnesota. In 1887 Dr. French was appointed by the governor a member of the State Medical Examining Board, of which he was elected first president by his fellow-members. In 1890 he was elected president of the Minnesota Academy of Medicine. The following societies enrolled him as a member: Medical Society of Maine, Medical Society of Minnesota, the American Medical Association, the American Public Health Association, and the American Association for the Advancement of Science. He was the first president of the Harvard Club of Minnesota. His interest in military matters continuing, he was a comrade of the John A. Rawlins Post, No. 126, Department of Minnesota, Grand Army of the Republic, a Companion of the First Class of the Minnesota Commandery of the Military Order of the Loyal Legion, a member of the Society of the Army of The Tennessee, and a member of the Masonic bodies. His ripe scholarship, original thought, and medical experience gave a high quality of interest and usefulness to his contributions to current medical literature. Some of his papers are to be found in "Medical and Surgical History of the War of the Rebellion," in the "Maine Medical Transactions," in the "American Journal of Obstetrics," the report of the American Medical Association, etc.

Dr. French married, October 14, 1862, Clara Anne Hill, daughter of Levi Gerrish Hill, A. M., M. D., of Dover, New Hampshire, the wedding occurring in Washington, D. C.

Mrs. French, a Colonial Dame, is descended from Captain William Gerrish, whose wife, Joan, was the daughter of Percival Lowell: from Henry Sewall, who

married Jane Dummer; from Captain Thomas Bradbury, and from Thomas Leighton, one of the historic founders of New Hampshire, whose descendant, Sally Leighton, married Andrew Neal Hill. Their son, Dr. Levi Gerrish Hill, married Abigail Burnham Shackford, whose ancestor, William Shackford, immigrated from England to Newington, New Hampshire, before 1656, and who married Deborah Trickey. Their son, Samuel Shackford, a captain in Colonial wars, married Abigail Richards; their son, William Shackford, also a captain in Colonial wars, married Susanna, daughter of Colonel John Downing, Royal Councilor of New Hampshire. Captain Samuel Shackford, of the fourth generation in America, was an officer in the War of the Revolution, and married Elizabeth Ringe. Their son, Samuel, married Ann Walker; their son Samuel married Nancy Buzell (whose father, Solomon Buzell, was a soldier of the Revolution and married Elizabeth Burnham). Their daughter, Abigail Burnham Shackford, married Dr. Levi Gerrish Hill.

Dr. and Mrs. French were the parents of three children: 1. Leigh Hill French, a graduate of the University of Minnesota with the degree of Doctor of Medicine, prominent in the development of Alaska and of Texas oil wells; was a major in the 3d United States Volunteer Cavalry, "Rough Riders," in the Spanish-American War; lieutenant-commander in the Navy, and assistant naval attaché in Paris, France, during the World War, and later a captain in the Army Aviation Corps. He married (first), June 27, 1893, Blanche Warner, daughter of William Stuart Culbertson, of New Albany, Indiana, and married (second) Elinore Marie Browne, only daughter of Judge Addison Browne, of New York City and Cragsmoor. Children of the first marriage were: Leigh Hill, Jr., lieutenant of Ordnance in the World war, now a prominent architect of New York City; Cedric Culbertson, lieutenant of Field Artillery in France; and George Franklin, lieutenant in the Army Aviation Corps. 2. Katharine Shackford, who married Luther Humphrey Farrington, of Minneapolis, Minnesota; their son, Samuel Putnam Farrington, was a lieutenant in the World War. 3. Elizabeth Ayers, who married Herbert Huxley Fiske, son of John Fiske, the historian.

Conscientious performance of duty, courtesy to all with whom he came in contact, and brilliant professional achievements distinguished Dr. French. Those who knew him speak of him as a genial companion, a faithful friend, a good citizen, loyal and brave, and an honest man.

PRENTICE, Bernon Sheldon,

Financier.

His practical interests centering in the field of finance in New York City, Mr. Prentice also has active touch with widely varied spheres of activity, ranging from the trusteeship of educational and social service institutions to a leading part in American tennis, both as player and governing body executive. He is a member of a family old in American history, tracing his descent from Henry Prentice, "Planter," who was of record in Cambridge, Massachusetts, before 1640. C. J. F. Binney, in the "Prentice Genealogy," describes the coat-of-arms procured by Ezra P. Prentice from the Herald's College at London, as follows:

Arms—A gyronny of eight azure and or, on a chief argent a fleur-de-lis between two crescents gules.

Crest—An eagle displayed in his dexter claw a dagger, in his sinister claw a pistol.

Motto—Droit et avant. (Right and forward.)

(Burke's "General Armory.")

Prentice

American Historical Body

Engbu Finlay & Conn

Vernon A. Prentice

American Historical Soc'y

Enoch Finlay & Conn

Clara G. Prentice

From Henry Prentice, the founder, the line continues through his son, Solomon Prentice (1646-1719), who married (first) Elizabeth and (second) Hepzibah Dunn; the son of his first marriage, Solomon (2) Prentice (1674-1758) and his wife, Lydia; their son, Rev. Solomon Prentice (1705-1773), a graduate of Harvard in 1727 and a minister at Grafton, Easton, Bellingham and Hull, Massachusetts, who married Sarah Sartell; their son, Deacon and Judge Nathaniel Sartell Prentice (1735-1815), who went from Massachusetts to New Hampshire, was an officer in the Revolutionary War and State Senator (among other important public offices), and who married Martha Howard; their son, Sartell Prentice (1767-1849), for many years a fur merchant, who married Jemima Parmalee; their son, John Hill Prentice, who died in Brooklyn, March 13, 1881, grandfather of Bernon Sheldon Prentice. He became a leading fur merchant of Albany, New York, then came to New York City and made his home in Brooklyn, where he was a trustee of the Brooklyn Female Academy and its successor, Packer Collegiate Institute, treasurer of the New York and Brooklyn Bridge Company and president of the Board of Water Commissioners. He was widely known as an art connoisseur and collected many fine paintings abroad. He and his wife, Sarah Davis, were the parents of seventeen children, the last, William S. Prentice (1852-1923), who married Ella Crawford Sheldon, daughter of William C. Sheldon. She died November 28, 1909. William S. Prentice followed banking throughout his active and successful career, and was long associated with the banking firm of William C. Sheldon.

Bernon S. Prentice, son of William S. and Ella Crawford (Sheldon) Prentice, was born at No. 44 Remsen Street, Brooklyn Heights, Brooklyn, May 12, 1883. He attended the local public schools, Brooklyn Latin School, and graduated from St. Paul's School, Concord, New Hampshire, in 1901, and proceeded to matriculate in Harvard University at Cambridge, the institution from which his ancestor, Rev. Solomon Prentice, graduated in 1727, as noted above. He applied himself diligently and graduated with a creditable record in the Class of 1905 with the degree of Bachelor of Arts. He was a member of the Fly, Hasty Pudding, Polo, Iroquois, Dickie, and Institute of 1770 clubs. While in school and college he took an active interest in athletics; he played on the hockey teams of St. Paul's and Harvard, and was captain of the Harvard tennis team, college champion in 1905. He entered the employ of Harvey Fisk & Sons in 1906, and in 1914 received a merited promotion as a member of the firm of Dominick & Dominick, of New York, under date of February 1. He is interested in a number of collateral activities, being a director in the Fulton Trust Company and other corporations. In September, 1917, during the World War, he was appointed Deputy Commissioner of the American Red Cross for France, and immediately left for the scene of action. He was instrumental in organizing the Advance Postes des Secours with the French Armies during the Aisne offensive of October, 1917. For this work he received the Médaille de Reconnaissance and the Médaille de Commemorative Francaise. He, likewise, organized the American Red Cross Ambulance Service on the Italian Front; received a commission in the Sixth Bersaglieri Regiment of Infantry; participated in the Piave and Monte Grappa campaigns; and was awarded the Italian War Cross with an

Army Corps citation "for conspicuous conduct during enemy action" and was made an officer of the Crown of Italy. He received his discharge from the service in December, 1918. He was a member of the United States Davis Tennis Cup Committee during 1924, 1925, and 1926; chairman of the Selections Committee in 1925; and chairman of the International Intercollegiate Tennis Committee in 1925 and 1926. He was the donor of the Prentice Cup, which is played for annually by Harvard and Yale, and Oxford and Cambridge. He was a member of the Eastern team in the East versus West Dual Tennis Match in California in 1917, and served as president of the Seabright Lawn Tennis and Cricket Club of Rumson, New Jersey. His interest in and contribution to aviation and exploration led to his selection in 1925 as chairman of the American Advisory Committee of the Amundsen-Ellsworth North Polar Flight, and of the Amundsen-Ellsworth Trans-Polar Flight of 1926.

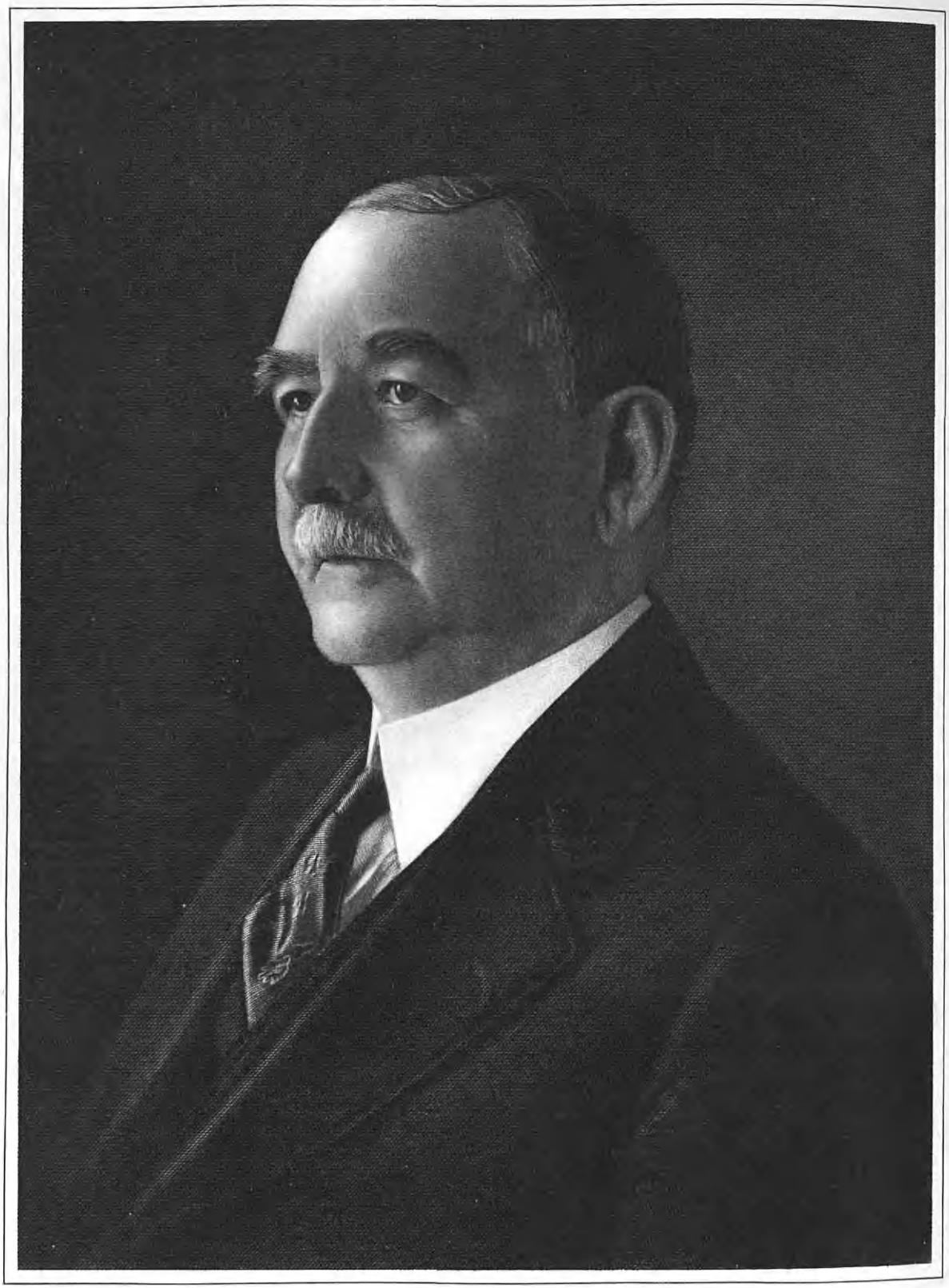
Mr. Prentice is warden in St. Peter's Protestant Episcopal Church, at Galilee, New Jersey, and a member of St. Bartholomew's Church in New York City. He is a trustee of the Seaman's Church Institute; the Boys' Club, of New York; the Western Reserve Academy, Hudson, Ohio; the Flower Hospital, of New York; and a member of the Executive Committee of the Alumnae Association of St. Paul's School, Concord, New Hampshire. He also holds membership with the Sons of the Revolution. His clubs include the following: Union, Racquet and Tennis, Harvard, Links, Recess, Lawyers' and Riding, New York; Links Golf Club and National Golf Links of Long Island; Jekyl Island Club, Brunswick, Georgia; Oakland Club, South Carolina; Rumson Country Club, and Seabright Lawn Tennis and Cricket Club, Rumson, New Jersey.

Mr. Prentice married, September 29, 1908, at New York, Clare Ellsworth, daughter of James W. Ellsworth, and sister of Lincoln Ellsworth (q. v.), the Polar explorer, and their children are: Clare Prentice, born January 23, 1910, and Sheldon Ellsworth Prentice, born January 26, 1914. Mr. and Mrs. Prentice reside in the winter at No. 609 Park Avenue, New York City, while they have summer homes at Seabright, New Jersey, and Villa Palmieri, Florence, Italy. The business address of Mr. Prentice is with Dominick & Dominick, No. 115 Broadway, New York City.

COOK, Mrs. Lora (Haynes), (Mrs. Anthony Wayne Cook),

D. A. R. President-General.

As a college woman, Mrs. Lora (Haynes) Cook, of Cooksburg, Pennsylvania has always been in active sympathy with the most progressive methods of education; an able parliamentarian, a just presiding officer, conversant with local and State club work; an executive of established record, and with great personal charm, she has been admirably equipped to handle the affairs of the Daughters of the American Revolution as the first President-General from the Keystone State. Her abilities may be judged by the citation of a single instance: During the eighteen months of her administration as State Regent of the Daughters of the American Revolution of Pennsylvania, covering the World War period, she collected in money or marketable commodities the sum of $319,212.10, practically all from members of the organization, toward the prosecution of the conflict. Mrs. Cook was elected President-General



E. W. Tierney

April 16, 1923, at Washington, District of Columbia, at the thirty-second Continental Congress, for a term of three years, and on relinquishing the office April 16, 1926, she said: "To me this has been a tremendously satisfying three years of serving, of planning and of achieving." Prior to her elevation to the highest office in the organization she had been signally honored at home, as regent of the Brookville Chapter, 1899-1914; State vice-Regent of Pennsylvania, 1914-17; State Regent, 1917-20; and finally vice-President-General from that State, 1920-23. In both State and National work Mrs. Cook's fine talents have gained her the chairmanship of many important committees, and she is recognized near and far as one of the most active patriotic workers in the United States. Although her parents were both distinguished and prominent members of the Society of Friends, of late years Mrs. Cook has identified herself with the Presbyterian church. Among the societies of which she has become a member, the Colonial Governors, Founders and Patriots, and the Colonial Dames of America may be mentioned in particular. On retiring at the Washington Congress in 1926, when she handed over the reins of the President-General to her successor, she called upon the membership to take a vigorous stand for law enforcement including the Volstead Act regulating prohibition.

Mrs. Cook is the wife of Anthony Wayne Cook, of Cooksburg. Her ancestors on the Haynes side were said to have been of Saxon origin; some variation has been noted in the spelling, including Haines and Hayne. The line of descent follows:

(I) Richard Hayne, or Haines, sailed in 1682 from Northamptonshire, England, in the ship "Amity." His oldest son, John, had come to America two years earlier. Richard and his wife Margaret, with four children, started for New Jersey. On the long and tedious journey across, the father died, and Joseph, the youngest son, was born. The widow and her little family settled in Burlington, New Jersey, where, in 1685, she married (second) Henry Bircham.

(II) William Haines, born in England in 1672, and died about 1752. He lived at Northampton, Burlington County, New Jersey, where he owned several hundred acres of land, and in 1695, at Friends' Meeting, Burlington, married Sarah Paine, daughter of John Paine.

(III) Nathaniel Haines, born in 1707, lived in Burlington County, New Jersey, made his will in 1788, and married Mary Hervey, whose will bears date of 1798.

(IV) John Haines, married Rachel Austin, daughter of Jonathan and Rebecca (Mason) Austin.

(V) Nathaniel Haines, married Rachel Engle, daughter of Abraham and Patience (Gaskill) Engle.

(VI) Isaac Haines, born October 10, (or 11), 1820, and married in 1840, Margaret Gregg.

(VII) Lewis Gregg Haines, married Sarah Jones Hoggan, daughter of James and Mary (Meadows) Hoggan, granddaughter of Robert Carter Meadows and Sarah (Jones) Meadows, and great-granddaughter of Isaac and Mary (Pond) Jones, who were married in 1772. Isaac Jones was born in 1748 and died in 1823; he enlisted as a private in 1775 in the Revolutionary War and served under different commands during its continuance.

(VIII) Lora Haines (or Haynes), who married Anthony Wayne Cook.

TIERNEY, Edward M.,

Hotel Owner and Manager.

Prominence and the enviable reputation which accompanies progress in all

branches of life are often attained by the man "who knows how to keep a hotel," as well as in art, science and literature; and Edward M. Tierney, among whom there is no better hotel man in the country, figures most prominently as a leader in this field.

Edward M. Tierney was born in Susquehanna, Pennsylvania, November 11, 1858, of Irish parentage. He received an early school education. He began his business career in 1877 by managing a large general store in his native town, and the next nine years he was manager of three hotels, all of which were prosperous and popular. In the year 1887 Mr. Tierney decided to choose this avocation in life, that of hotel keeping; and wisely did he shape his future career, for there are few men better equipped and qualified to run a first-class hotel. And in this year of 1887 he and John W. Kennedy formed a co-partnership, under the firm name of the Kennedy-Tierney Company. They bought the site and built the present Arlington Hotel and opened it in Binghamton, New York, April 24, 1888. From that date the hotel has been under Mr. Tierney's personal management. The Arlington has been enlarged three times since it was opened, until today it enjoys the distinction of being one of the leading hotels in the State outside of the city of New York. In 1898 he leased the Rathbun Hotel in Elmira, New York, and after rehabilitating and newly furnishing it he continued as its proprietor for three years, when he sold out his interest. In 1902, after disposing of the Rathbun Hotel, Mr. Tierney made an extended tour of Europe and the Orient, spending some time in the Holy Land and Egypt. After remaining four months abroad he returned to Binghamton, and he soon added to the practical and varied education which he acquired in his extensive travels by visiting every important section of the United States, Canada and Cuba.

In 1904 Mr. Tierney, with his distinguished associate, George W. Sweeney, bought the Marlborough Hotel in New York City, and after successfully conducting it for nine years, they sold their lease and holdings in the property. Mr. Tierney was also interested with Mr. Sweeney in the Victoria Hotel, which was torn down February 1, 1913.

Mr. Tierney is an ideal hotel manager, who has probably no superior and but few peers in the country. He is also a man of cultured, refined and pleasing manners, and an American to the core. He has traveled in many lands, and has written many able articles for publication on the observation of his travels, especially in relation to foreign hotels. He is called the "silver-tongued orator" among the hotel men of the country, and he has gained much celebrity as an after-dinner speaker. He has few superiors as a presiding officer, as he is well versed in parliamentary law and practice. His fluency of speech and grace and versatility of expression have gained for him the name of being an excellent toastmaster.

In 1907 he was one of the organizers and vice-president of the beautiful new Hotel Rochester, in Rochester, New York. George W. Sweeney was associated with him as president in this enterprise. It is of interest to state right here that Mr. Tierney enjoys the reputation of being the oldest continuous hotel owner and proprietor who is now a member of the New York State Hotel Association.

Mr. Tierney has always been active in fraternal and civic life. In 1890 he was president of the Chamber of Commerce of Binghamton, New York. Mr. Tierney was president of the New York State

Hotel Association during the years 1892-93-94-95-96-97, and ever since that time he has been prominent in the legislative and executive work of the association. He has been treasurer of the association for twenty-five years, which office he now holds. During his residence in New York City 1904-15, no member was more active and influential in promoting the success of the Hotel Association of the City of New York.

In 1909, at the Saratoga Convention of the Hotel Men's Mutual Benefit Association of the United States and Canada, Mr. Tierney was elected its president. During his incumbency of that office a new impetus was given to the Hotel Men's Mutual Benefit Association. He took the leading part, as its president, in shaping National questions on matters of interest to every hotel man, whether or not a member of the association. In April, 1914, at the annual convention of the Hotel Men's Mutual Benefit Association, held in New York City, Mr. Tierney was elected for the second time to the office of president of the association. He is the only member, after a lapse of years, that was ever reëlected to that high office. The reason for this was due to the fact that he was chairman of the European tour committee of the Hotel Men's Mutual Benefit Association, and it was decided by the members that Mr. Tierney was the proper one to be again elected president of the association in order that his leadership in Europe might carry with it the stamp of greater official authority and recognition.

The history of the Hotel Men's Mutual Benefit Association's European tour has been placed in the archives of the association, where it will always remain as a record of the most triumphal and successful tour ever given under the auspices of the association, and one that was, up to that time, never equalled in hospitality and fraternal good will by any party of Americans. It was agreed on all sides that the profession of hotel keeping would be placed upon a more exalted plane, wherever and whenever Mr. Tierney was granted an opportunity to make one of his famous speeches in reference to the hotel business of which he is so proud; and so he was chosen spokesman, to represent the Hotel Men's Mutual Benefit Association party at all public functions; and, as an evidence of the satisfaction and pride his leadership gave his confreres, a valuable watch was presented to him as a token of their esteem and admiration. It will thus been seen that Mr. Tierney has taken a foremost part in the develment and aggrandizement of the Hotel Men's Mutual Benefit Association since he first attended the annual convention held in Boston in 1890.

With an enthusiastic spirit, and with the fire and animation of the old days when he first went to New York City in 1904 to gain fame and fortune, we behold him in October, 1918 after a lapse of five years, returning to New York City to associate himself with one of the greatest combination of hotel men in America under the corporate name of The Bowman Hotel Company. Mr. Tierney's position in the company was vice-president and managing director of the Ansonia Hotel. His colleagues were George W. Sweeney, vice-president and managing director of the Commodore Hotel, and James Woods, vice-president and managing director of the Belmont Hotel, with John McE. Bowman as president of the gigantic corporation that bears his name.

Mr. Tierney founded and established the National Hotel Men's Exposition in New York City in November, 1915. He has held the office of chairman since its inception. The exposition has proven to

be not only a profitable commercial enterprise, but the magnet which has brought the hotel men of the world together in closer fraternal union.

In September, 1922, Mr. Tierney was designated by His Holiness, Pope Pius XI, as a Knight of St. Gregory. This honor was conferred on him in recognition of his activities in the early promotion and upbuilding of the Knights of Columbus and because of the distinction conferred on him by his fellow hotel men in America and Europe.

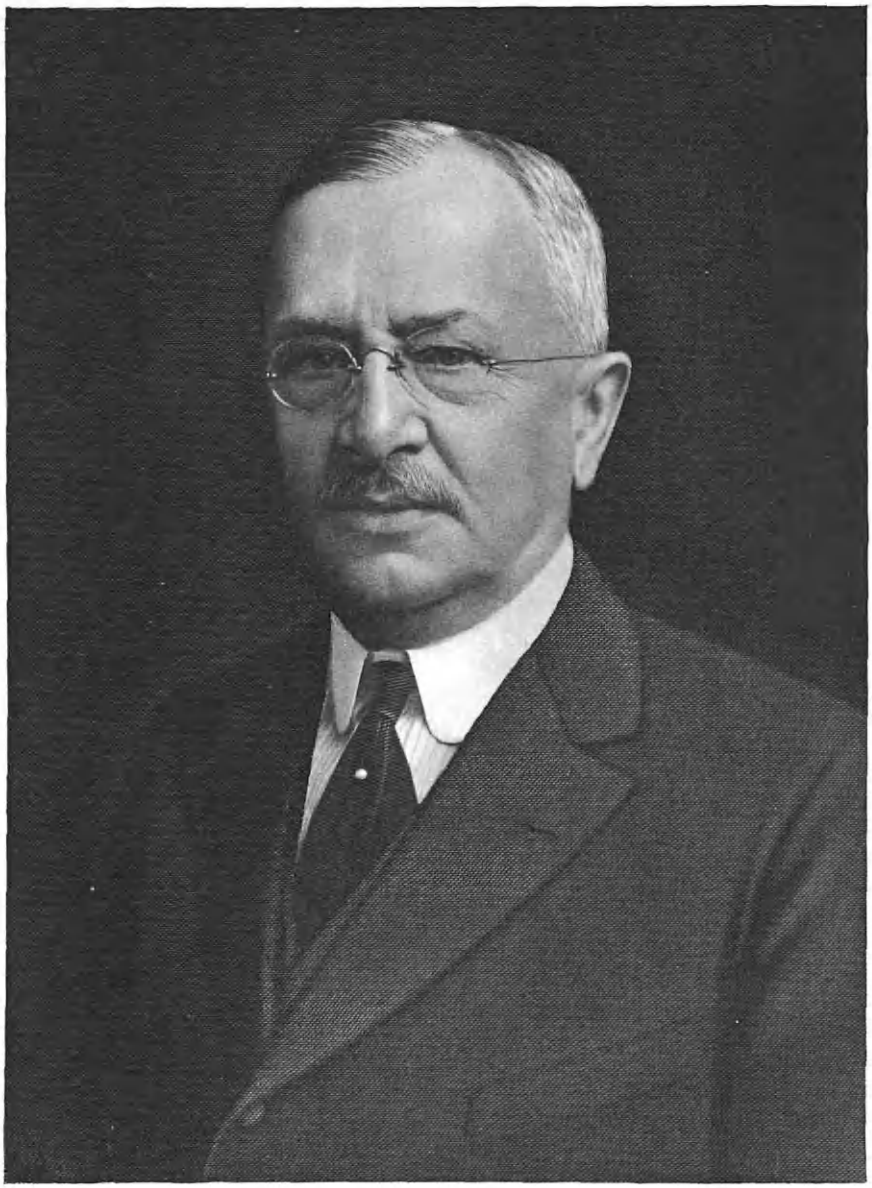
In January, 1925, Mr. Tierney was appointed chairman of the European delegation of the American Hotel Association of the United States and Canada. Again his executive ability was put to the test to organize the tour. In this as in all his other hotelic undertakings, he piloted two hundred and eighty-two men and women through England, France, Belgium, Holland, Germany, Austria, Switzerland and Italy, and through his leadership, after traveling 15,000 miles on land and sea, brought them back safely to their own firesides on June 8, 1926, after a tour of sixty-five days.

On July 14, 1926, in his own Arlington Hotel at Binghamton, New York, he was presented with the Cross of the Chevalier Legion d'Honneur by the French Government through its official representative, Dr. Marcel Knecht, of Paris. This great honor came to him because of the prominent part he took in bringing the hotel men of America and Europe together under the banner of the Alliance Internationale de l'Hotellerie.

In August, 1921, in Chicago, Mr. Tierney was elected president of the American Hotel Association of the United States and Canada, and reëlected in New York City in August, 1922. Immediately upon Mr. Tierney's accession to the presidency he outlined a new plan of expansion and betterment for the association. Through his efforts an educational standard for the uplift and specialized education of young men desiring to enter the hotel business was perfected, which was approved and adopted by Cornell University, the University of the City of New York, Northwestern University of Chicago and the Leland-Stanford University of California. Much credit for this great work is due to Mr. Tierney's initiative and rare executive ability. On November 15, 1921, at the Commodore Hotel, New York City, Mr. Tierney was presented with a valuable set of dress buttons and studs of diamonds and sapphires at the largest testimonial dinner ever given by the hotel men in America. Over seventeen hundred men were present from every section of the United States and Canada.

In 1923 Mr. Tierney enlarged the Arlington Hotel by the addition of one hundred and thirty rooms and one hundred and thirty baths. An attractive feature of the new addition is the magnificent Spanish ballroom and banquet hall, which will accommodate six hundred diners and eight hundred people at a meeting. The Arlington Hotel has three hundred and ninety rooms and three hundred baths. It is classed as the leading hotel between New York City and Buffalo on the lines of the Delaware, Lackawanna & Western and Erie railroads. He has never failed to give his personal attention to what he calls his "first love," the Arlington Hotel, Binghamton, New York. He has made the Arlington an idealistic home for the traveling public.

Mr. Tierney has long been a devotee of art, which is strikingly manifested in the extensive and valuable collection of oil paintings which he has gathered from all quarters of the globe. There is in the collection all told one hundred and fifty-



J. J. Charles.

one productions from the brush of many of the most celebrated artists of medieval and contemporaneous fame. He has also in his own private collection of paintings many of the old masters, some of them reaching as far back as the Byzantine period, and many of the most famous ones are by painters from the Barbizon School of Art. The artistic environment of the Arlington has made the hotel famous for its inviting and home-life atmosphere, which is due to Mr. Tierney's aesthetic taste and personal accomplishments as an experienced and versatile host. No less famous in his collection of rare books. He has nearly 3,000 volumes in his private library, and for thirty-eight years he has been recognized as a Bibliophile of rare taste and discrimination.

Many years ago Mr. Tierney purchased the Kennedy interests in the Arlington Hotel. He is now sole owner and proprietor of that well known hostelry. His son, Edwin M. Tierney, is managing director, and vice-president of the company, and he is successfully carrying out the policies so long established by his father.

CHARLES, John Joseph,

Merchant, Business Executive.

The late John Joseph Charles, one of the most prominent business men of the city of Chicago, Illinois, whose death occurred suddenly in Pasadena, California, April 6, 1926, was an especially fine type of the "self-made man." As chief executive of the well-known hardware corporation of Hibbard, Spencer, Bartlett & Company, Mr. Charles occupied an important place in the business circles of the Middle West. He advanced in the company step by step, from one position to another of increasing importance learning the business thoroughly and familiarizing himself with each detail. His success was well deserved and was not due in any way to outside influence, assistance, or circumstances. On the other hand, it was achieved solely upon hard work, and the daily application to business of a strict ethical code, among whose cardinal virtues were efficiency, integrity, business aggressiveness, and unquestioned honesty of thought, purpose and deed. Mr. Charles was the fine type of business man upon which is builded the firm foundation which supports the great superstructure of American industry and commerce, and his death is not a local bereavement alone, but also a national loss. The story of his life is interesting and inspirational, and could very well be used as both a pattern and a guide by the present generation of rising young business men.

John Joseph Charles was born in Williamsport, Maryland, on February 5, 1856, a son of John Joseph and Martha (Cowton) Charles, respected residents of that community. His early education was received in the public schools of his natal city, and was later amplified by a course of study at Racine College, at Racine, Wisconsin. While still a boy, he came to Chicago, Illinois, shortly after the great fire, and, although only a youth, he gave ample evidence of his perseverance, pluck and business ability at this time by securing a position with the retail firm of J. V. Farwell & Company. Subsequently, for a short time, he was employed by the Pullman Palace Car Company. At the age of seventeen years, in 1873 he began his long period of identification with the hardware concern of Hibbard, Spencer, Bartlett & Company, and from that time until his death in 1926—a period of fifty-three years—was continuously associated with that company in its upbuilding and success. In course of time he became a

salesman for the company, then buyer, later a director, and in January, 1911, was elected second vice-president. In January, 1916, he was elected president of the corporation, and as chief executive he discharged the many duties devolving upon him with ability and efficiency for a period of ten years, until his death. For more than five decades Mr. Charles had devoted all of his time and energy in building up this great enterprise, and much of the firm's growth and success is directly due to his wise direction and supervision. During the last year, up until January 1926, when he went to California, he had been active in overseeing the construction of the company's new building, as well as in preparing for the moving in of the stock. Mr. Charles' executive ability was pronounced, but his dominant personality, which required respect, was also engaging and kindly, which inspired the love and friendship of all those with whom he came in contact. Following is one writer's pen-picture of Mr. Charles and his personal characteristics; we quote verbatim:

(Mr. Charles) had ordered his course according to the highest principles of integrity and honor, and had achieved success worthy of the name. Although the scope of his work has always been broad, Mr. Charles was also loyal and public-spirited in his civic attitude, and gave generously of his time and means to charitable movements and all measures tending to the public good. His efforts were not confined to lines resulting in individual benefit, but were evident in those fields where general interests and public welfare are involved, and his activities had meant much to Chicago in both civic and material progress. Aside from his business activities, Mr. Charles also found time to get the most out of the finer social amenities of life and the recreation which he found in golf and outdoor diversions.

Mr. Charles also held a number of important directorates in various financial and commercial institutions, and for many years had been a valued member of the board of directors of the State Bank of Evanston. Politically, he was a believer in the principles of Republicanism, but never aspired to political preferment. He was an enthusiastic golfer, and held active membership in the Evanston Golf Club, the Glen View Club, the Chicago Athletic Association, the Anandale Golf Club, of Pasadena (California), and the Evanston Club.

John Joseph Charles was married, in Evanston, Illinois, on April 8, 1885, to Ida E. Sherman, a daughter of William George and Martha (Sherman) Sherman. Her grandfather, Francis C. Sherman, came to Chicago in the year 1834, and served as mayor of that city in 1841. He was a prominent factor in the upbuilding of early Chicago. Mr. and Mrs. Charles were the parents of four children: 1. Sherman A. 2. Martha, now the wife of Benson A. Talbot, of Pasadena, California. 3. Frances, who married Walter Rompel, of Evanston, Illinois. 4. John Joseph, Jr.

The death of Mr. Charles occurred in Pasadena, California, on April 6, 1926, in his seventy-first year. He had apparently been in good health, and the news of his death came as a distinct shock to his business associates and many friends in Chicago and Evanston. Thus was born, and thus lived, labored, and died John Joseph Charles, a successful business man, a public-spirited citizen, and a true American gentleman, who left this world a better place than he found it, which fundamentally is the highest aim and ideal of man.

WYMAN, Franklin,

Insurance Executive.

A gauge as to the character and prosperity of a community is the sum total of

life insurance carried by its citizens, and the man who raises that total by exerting a wholesale influence on the citizenry to rouse it to the responsibility owed to dependents is a humanitarian of the finest type. To this class of men who make social betterment their life business belonged Franklin Wyman, general agent in Chicago, Illinois, for the Berkshire Life Insurance Company, and for nearly forty years an outstanding figure in insurance circles.

Franklin Wyman was born in Hillsboro, New Hampshire, on March 8, 1861, son of Stephen Dow and Ursula (Forsythe) Wyman, of fine old American stock. He is a lineal descendant of Francis Wyman, son of Francis Wyman, of West Mill, County of Hartford, England, who was born in 1617, came to America and located at Charlestown, Massachusetts, and was one of the original settlers of Woburn, Massachusetts, in 1640; he built his home there in 1658, and which later became famous as the refuge for Samuel Adams and John Hancock, in their flight from Lexington when warned of the approach of the British troops at the time of the battle; and of Ruben Dow Wyman, who was captain of the Hollis, New Hampshire Company, which responded to the Lexington "alarm," April 19, 1775.

Franklin Wyman attended the local public schools, Phillips-Exeter and Colby academies, famous institutions of learning which have played a part in preparing the flower of American boyhood for adult life, and spent two years at Harvard University. His business career began in the government service in Texas, where he was entrusted with the responsibility of securing bids for the transportation of mail over mail routes and for letting the contracts. For a short time thereafter he worked at Ryegate, Vermont. He then entered upon his long term of insurance service in Chicago, first with the Massachsetts Mutual Insurance Company, then the Berkshire Life Insurance Company. His brother, William Dow Wyman, was then general agent of the latter company. Upon the promotion of his brother to the presidency of the Berkshire Insurance Company, Franklin Wyman and his partner, Robert F. Palmer, succeeded to the general agency of the Chicago office, remaining there for the rest of his life. His zeal for the work and understanding of its social significance, his liking for people, and quick sympathies, his personality, which compelled friendship wherever he went, all these combined to make him an outstanding success in the insurance field. His agents could tell many a story of his dealing with obdurate prospects, of his persuading them into an insurance program, for which they gave thanks to him the rest of their lives. Many an orphan owed to him comfortable circumstances after his father's death, and education for useful manhood; and widows came to him to express their gratitude for his altruistic interest. He was popular in business and club circles, a member of the University and the Hamilton clubs, and of the Sons of the American Revolution. He was a communicant of the Hyde Park Congregational Church. His chief pleasures were traveling and reading. Franklin Wyman died on January 24, 1926, in Chicago, Illinois, in his sixty-fifth year.

Franklin Wyman married, on June 23, 1892, Mary Louise Bouton, of Chicago, Illinois, daughter of Samuel F. and Mary A. (Hoyt) Bouton, and granddaughter of Dr. Nathaniel Bouton, of Concord, New Hampshire, graduate of Yale University, class of 1820, and for forty-two years pastor of North Congregational Church,

and State Historian. Samuel F. Bouton was born in Concord, New Hampshire, June 23, 1837, of a notable and long-established New England family. John Bouton, the ancestor, a son of Count Nicholas Bouton, a French Huguenot, came to America, landing at Boston, Massachusetts, in the year 1635, and later was of Norwalk, Connecticut, in 1651. Samuel F. Bouton was a prominent pioneer in the iron industry in Chicago, Illinois.

Unpretentious, without a trace of condescension of hypocrisy in his makeup, Franklin Wyman was genuinely devoted to the general betterment of society. He believed with unshakeable conviction in a man's willingness to live up to his responsibilities when once roused to them, and when habituated to meeting them steadily. With his own enthusiasm Mr. Wyman imbued his subordinates, and the agency, working to help the community, achieved overwhelming success for itself. He was a man of great personal charm, delightfully cultured, and his home and his social life were genial and happy.

LEAVELL, Hugh Nelson, M. D.,

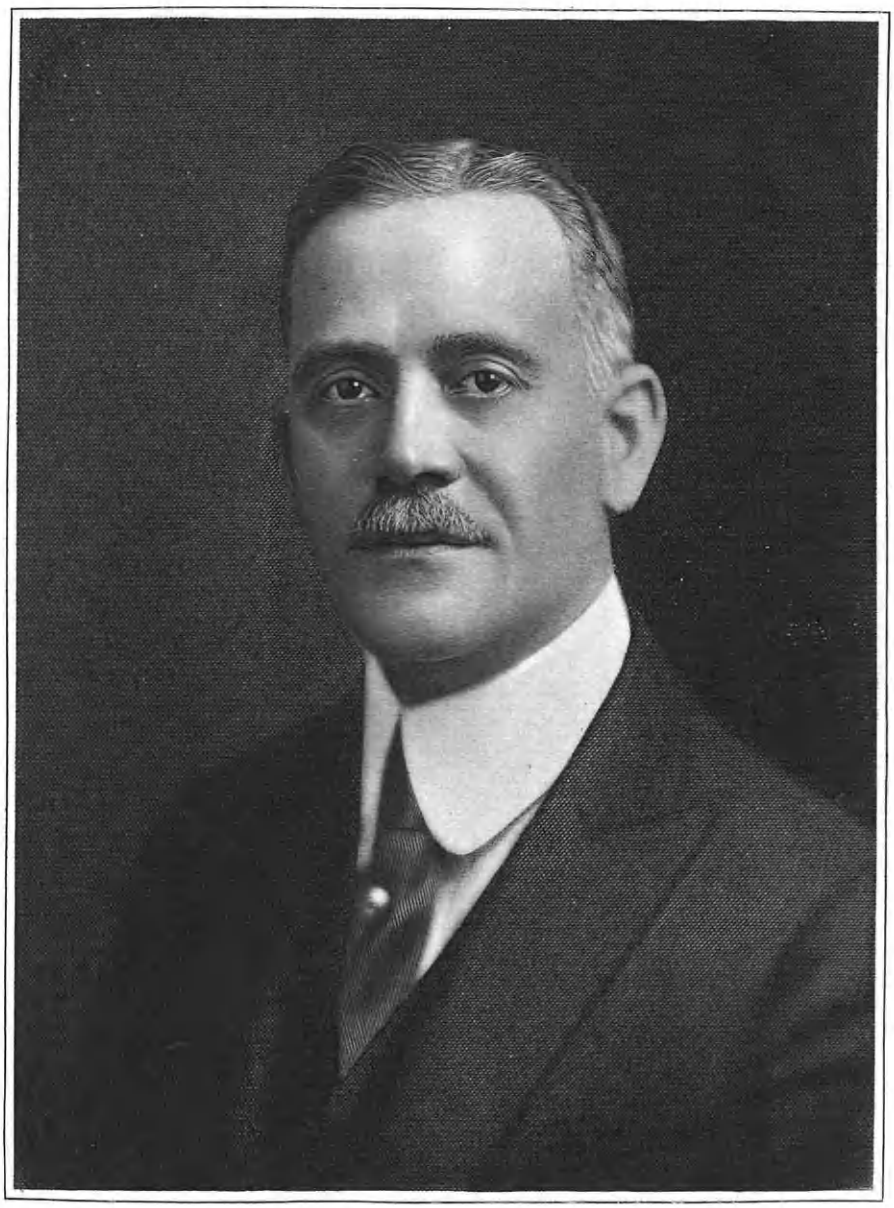
Physician and Surgeon.

How distinguished and how permanent a place Dr. Hugh Nelson Leavell established for himself in his profession in his generation and for generations to come, is best known to his colleagues and the Kentucky general public, and, indeed, to the citizenry of the South, wherever he was known. It is on record that he was one of the most highly regarded and best beloved physicians not alone in Kentucky, but throughout the extensive southern region of his practice and of his university teaching. Dr. Leavell gave himself so unreservedly to his profession from the earliest years of his eminent career therein that he became one of the leading scholars in *materia medica* in the American Medical Association, as well as one of the most skilled of general practitioners, having mastered the various branches of his profession to an unusual degree.

Dr. Leavell, a descendant of Burwell Leavell, a French Huguenot who settled in Spottsylvania County, Virginia, and of Governor Thomas Nelson, Jr., of Virginia, a signer of the Declaration of Independence, was born May 7, 1873, in Oletha, Kansas, son of Edmond Goulder and Anna James (Nelson) Leavell. Edmond Goulder Leavell, who survives his son, is a veteran of the Confederate Army, a farmer and land owner, and is held in great esteem for his uprightness of character and unfailing sense of justice.

Dr. Leavell received his Bachelor of Arts degree from Shepherd College, Shepherdstown, West Virginia, and his medical degree from the University of Louisville, Kentucky. After serving his interneship in Bellevue Hospital, New York City, he established himself in medical practice in Louisville. He was for several years professor of pediatrics, *materia medica* and therapeutics in the Medical Schools of the University of Louisville, and he was highly successful both as physician and surgeon.

Dr. Leavell was a major in the 1st Kentucky Regiment of Infantry, he was the first president of the Jefferson County Medical Society, and he was a prominent member of the American Medical Association. Fraternally, he was affiliated with the Free and Accepted Masons, the Knights Templar, and the Ancient Accepted Scottish Rite, thirty-second degree. He was also a member of the Pendennis and the Quindecim clubs of Louisville. Dr. Leavell maintained a



Hugh N. Lowell

country home at Bellefonte Farm, near Staunton, Virginia, and his recreations were riding and golf. He was a communicant of St. Andrew's Protestant Episcopal Church, Louisville.

Dr. Hugh Nelson Leavell married (first), in 1895, Clarice Hewitt, who died in 1897. He married (second), in 1900, Harriet Virginia Rodman, daughter of General John Rodman, of Frankfort, Kentucky, attorney-at-law, and for twelve years attorney-general of the State. There are four children; one by the first marriage: 1. Clarice Hewitt, born in 1897, who married John Winthrop Pennock, of Syracuse, New York; and three children by the second marriage: 2. Hugh Rodman, born in 1902, a graduate of Harvard University Medical School, who married Barbara Peace Hazard, also of Syracuse, New York. 3. Charles Grubbs, born in 1906. 4. John Nelson, born in 1910.

Concerning this widely known and greatly esteemed and beloved physician, who died April 16, 1924, the Kentucky "Medical Journal" declared that:

> In the death of Dr. Hugh N. Leavell, the medical profession of Kentucky lost one of its really great practitioners. A Virginian by birth, he had all the social graces of the Old Dominion. He was probably the most versatile general practitioner in Louisville, a skillful and kind obstetrician, a beloved physician at the bedside of children, the family physician of a large circle of the most discriminating citizens of Louisville. He was an expert in practically all of the specialties in medicine.

CROWLEY, Joseph Jeremiah,

Merchant, Financier.

Essentially one of the men who do things, Joseph Jeremiah Crowley, president of Crowley, Milner & Company, of Detroit, and director in three banks of first importance, carved out a highly successful career for himself; so materially aided many struggling business men that some of the city's prosperous enterprises owe their existence to him; and gave so much of his generous spirit and fine intelligence to civic affairs that the present enlightened community owes to him much of its progress.

Joseph Jeremiah Crowley was born in Detroit, Michigan, in the section popularly called "Corktown," on April 26, 1862, son of Cornelius Crowley, proprietor of a grocery store at Fifth and Porter streets, and his wife, Catherine, who died in 1902. Both parents were born in Ireland, were loyal and prominent members of the Catholic Church in Detroit, and reared their ten children in that city.

Joseph J. Crowley attended the Holy Trinity School on Sixth Street, and high school. He then took a business course at Goldsmith's Bryant & Stratton Business College, specializing in accounting and commercial law.

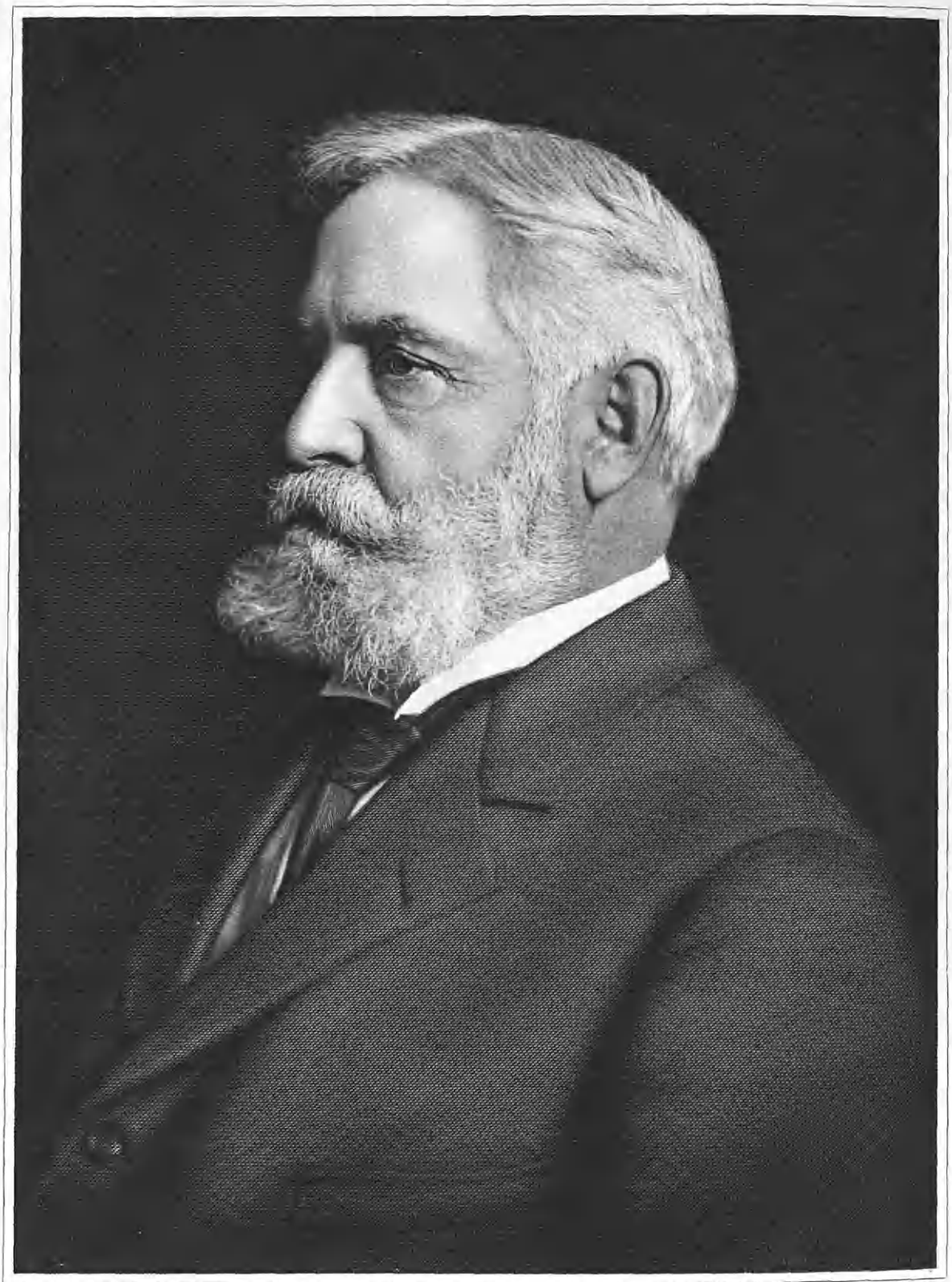
The business career of the young man destined to attain leadership as a merchant in a large city began humbly as clerk in the wholesale dry goods house of J. K. Burnham & Company in 1878. He was bookkeeper, and held other positions of increasing responsibility until he became credit manager, the duties of which position he filled for twenty-five years. He attained a wide reputation for shrewdness, tempered with fairness. So greatly did his activities benefit his company that it grew rapidly, was reorganized about 1888 as Burnham, Stoepel & Company, and took Mr. Crowley in as junior partner with the continued supervision of credits and general overseeing of finances.

In 1901 Mr. Crowley and his younger brothers, William C. and Daniel T., who, like himself, had acquired a business experience with the Burnham Company and

its successor, organized the wholesale dry goods house of Crowley Brothers, of which the oldest brother was president. The business grew; in 1909 the company, reinforced by William L. Milner, established the large department store known as Crowley, Milner & Company, housed in the recently completed building of Partridge & Blackwell. Of the reorganized firm Mr. Crowley continued president until his death on November 1, 1925, at the age of sixty-three years. He held many other financial positions of importance, including the presidency of the Crowley Land Company, of the Mount Elliott and the Mount Olivet Cemetery asssociations, and a place on the directorate of the First National and the Central Savings banks and the Detroit Trust Company.

This account of his business activities by no means completes the full narrative of his life. His place in civic, social welfare, and religious movements was responsible. He was one of the organizers of the Board of Commerce, serving as its president in 1918. He helped organize the Bureau of Governmental Research, of which he remained a director. The committee in charge of revising the charter of Grosse Pointe Village invited him to membership and profited by his intelligent aid. For six years, beginning in 1898, he served on the Detroit Water Board, and for a time on the Public Lighting Commission, 1901 to 1906. In the drive for a new city charter, his aid was again requisitioned. In 1920 the Detroit Museum of Art elected him vice-president, an honor duplicated the following year by the Detroit Community Fund. During the World War he was one of the most active leaders of such drives as Liberty bond sales, and in 1919 he was a member of the Detroit War Reconstruction Commission. A member of the Board of the Sacred Heart Seminary, he was a liberal contributor and valued adviser to Catholic institutions and missions. St. Francis' Home, St. Vincent's Orphan Asylum, the Little Sisters of the Poor and Providence Hospital were institutions in which he was particularly interested. The frequency and amount of his gifts were, however, known only to himself and the recipients. He was literally at the mercy of every deserving unfortunate, and never refused money, encouragement, or constructive advice to worthy men. He was a pewholder in St. Paul's Catholic Church at Grosse Pointe, and one of the original members of Detroit Council, No. 305, of the Knights of Columbus. He was at one time president of the now defunct Catholic Club. At the time of his death he was a director of the Grosse Pointe Country Club, and a member of the Detroit, the Detroit Athletic, the Country, the Lochmoor Country, and the Oakland Hills Country clubs, as well as the Harmonic Society and the Thursday group. He was far too liberal and genuine a thinker to adopt any political party wholesale, and he voted as an independent for the best man, though his inclinations were somewhat in the direction of the Republican platform. His views on public questions were sane and balanced, his interests broad and tolerant.

Joseph J. Crowley married, on September 30, 1896, in Detroit, Jennie E. Flynn, daughter of James W. and Jane (Walker) Flynn. Her father was a grain merchant and member of the Board of Trade. Her mother, of English extraction, was born in Greece, New York, near Rochester, October 9, 1854, daughter of David Walker. To Mr. and Mrs. Crowley were born five children: 1. Joseph J., Jr., who died aged twelve years. 2. Katherine J.,



Engd by Campbell N.Y.

William McKinley

who married De Hull N. Travis, of Flint. 3. Daniel J. 4. Helen M. 5. Marjorie L.

The best testimonial of the worth of Mr. Crowley and his value to the community is supplied by a bare account of his achievements and public service. Something of the fine spirit of the man, however, that vital and indescribable thing called personality, which he possessed generously, is obtained from the comments of his friends, that splendid body of men working with him for the betterment of Detroit. Emory W. Clark, president of the First National Bank, said:

More than twenty-five years ago I recognized Mr. Crowley as a man destined to hold an outstanding place in Detroit's business. He was ever helpful to all those seeking advice in business or other troubles, and he was ready at all times to drop his own business to help a friend. His advice was sound. He will be missed as a friend and as an advisor to a much greater extent than will be realized by the public in general, although his sterling qualities were recognized by all who came in contact with him.

Rabbi Leo M. Franklin said of his Christian tolerance:

Mr. Crowley was a very high-minded gentleman. . . . He was a churchman in the best sense, with a broad sympathy not only for those who saw eye to eye with him on religious problems, but for those as well who differed with him. . . . The fineness and stability of his character was his great contribution to the city of Detroit.

Lent D. Upson, of the Bureau of Government Research:

In our meetings of the board I came to feel great admiration and respect for him because of his complete lack of prejudice and his obviously sincere public interest. The story of his life in this city well typifies the spirit and growth of Detroit.

Bishop Michael J. Gallagher:

There was no movement intended for the betterment of mankind during the past twenty-five years in which Mr. Crowley did not take an active part. His charity and kindness of heart knew no bound of creed, race or opinion. I do not believe we can measure the influence of such a life in its example to the rising generation. It was like a perpetual sermon. No matter what his business activities were, no matter how heavily his burdens weighed on him, Mr. Crowley never forgot the duties to God and his church, and he was a striking example to all men of one who lives the religion he professes.

DICKINSON, William,

Cement Manufacturer.

With the foresight and the vision which have characterized many of the present-day captains of industry who have wrought the industrial America, which lies about every large city, William Dickinson, of Chicago, Illinois, anticipated the future of the cement industry A pioneer, he launched himself in that business in its infancy, grew with it, using all his energies to further that growth, and found himself in his maturity vice-president of the Marquette Cement Manufacturing Company, of Chicago. Success came to him in large measure, attended by wealth and a happy life in the midst of his family and friends.

William Dickinson was born in Hadley, Massachusetts, in 1849, son of William Dickinson, and scion of an excellent New England family. His good practical education culminated in a college career. He started earning his livelihood as an employee of the Lackawanna Railroad, where he displayed promising signs of business ability. His next venture was in the storage business. When he entered the association with the Marquette Cement Company which continued throughout the rest of his life, he found the opportunity for his most rapid and most congenial development. His willingness to work with unwearying zeal, his habit of assuming and meticulously discharging responsibility, his faculty for

getting on well with his fellow-workers, all these traits combined to secure his steady advancement, until he reached the pinnacle of a vice-presidency. His later years were spent in part at his home in Redlands, California, where death came to him at the age of seventy-seven, January 27, 1926.

In addition to his cement interests, Mr. Dickinson acquired valuable property holdings in Chicago and elsewhere. He was a member of the Union League Club of Chicago and the Evanston Golf Club. Golf was his chief form of recreation, and played no small part in helping him retain his constant good temper and vigor, part of the qualities which won from his friends his nickname of "Colonel." His religious adherence was given to the Presbyterian Church.

William Dickinson married (first) Susan Hempstead, by whom he had two children: 1. Woodbridge Dickinson, who married Susan Thompson, daughter of General Thompson. 2. Mary, who married Max Hoffman, by whom she has two children. Mr. Dickinson married (second), at Pasadena, California, December 13, 1924, Mrs. Susan M. Belcher, who survives him.

To aid materially in the upbuilding of an industry vital to all present-day civilization is no small achievement. Mr. Dickinson deserves a conspicuous place on the roster of such industrialists. A just reward came to him for his lifetime of unselfish devotion, those things Shakespeare named as the just accompaniments of old age: "Honor, love, obedience, and troops of friends."

LENNOX, Levi Johnson, M. D.,

Physician, Surgeon.

No list of the able and self-sacrificing medical practitioners of this country would be complete without the name of Dr. Levi Johnson Lennox, of Detroit, Michigan. Dr. Lennox made great sacrifices in order to secure a thorough training for his profession, and he devoted himself to the most exigent angle of the work, which, incidentally, is perhaps of the greatest value to the suffering public—general practice. He thus deserved the fame which came to him.

Dr. Lennox was descended from the Scotch family of Lennox which had migrated to the North of Ireland. The surname Lennox originated from the District Lennox, earlier known as Levenax, or, in the Gaelic, *Leamhanach* (District) pertaining to the River Leven, in Gaelic, *Leamhan*. It included the original sheriffdom of Dumbarton, made a *comitatus*, as the official Latin documents recorded it, or county, in the twelfth century, in favor, as some authorities think, of David, Earl of Huntington. Shortly, however, the earldom passed to Alwyn, first Earl of Lennox of his race. The lineal male succession is: 1. Alwyn. 2. Alwyn, his son. 3. Maldonen. 4. Malcolm. 5. Malcolm, Jr. 6. Donald. Since Donald left only a daughter, Margaret, Countess of Lennox, her husband, who was her cousin, Walter, was the seventh Earl. In 1385 both husband and wife abdicated in favor of their son, Duncan, whose children were all girls. The oldest, Isabella, married Sir Murdoch Stewart, oldest son of the regent of Scotland, the King's older brother, thus carrying the earldom into the Stewart family. Through the marriage of a female member of the family, the Darnleys also claimed the earldom of Lennox. This branch of the family came to a disastrous end at the time of James I, who had Walter Stewart, Earl of Lennox, beheaded May 24, 1425, a tragedy soon followed by the imprisonment and execution of his

father, Murdoch, and Murdoch's youngest son, Alexander. The one surviving son, James, after an attempt at armed resistance, fled to Ireland, where he remained for the rest of his life, leaving no legitimate progeny. The Lennox earldom passed to his sisters, through whose heirs it ultimately became the possession of James VI of Scotland, who became James I of England. Another branch then became Dukes of Lennox. Cadet or younger members of the original Lennox family meantime bore the name, but not the title of earl. Some of these joined the colony of Laird Hugh Montgomery, which went from this part of Scotland to County Down in Northeastern Ireland in 1605, especially to Ardes and the vicinity of Castlereagh. Prominent among these was James Lennox, and he was in 1622 made Viscount of (Great) Ardes. The Lennox family spread into the neighboring counties. Another famous member was James Lennox, who was lieutenant of the Second Company of Foot, in December, 1688, in defense of the Orange Party, and later captain, and a signer of the agreement to defend the city of Londonderry against attack by the followers of the English King, James II. So much for the Old World origin of the family.

One of the descendants of the Scotch family, which settled in Ireland, was William Lennox, who was born in 1800, in Kilrea, a town in Coleraine Barony, County Londonderry, Ireland, and who died in Ontario, Canada, December 8, 1880, in his eighty-first year. He owned a two hundred acre farm in Simcoe County, some ten miles from Barrie, where he was a substantial citizen, prominent as a trustee of the Anglican Church. He married Nancy Ann Johnson, like himself of Scotch descent, born in Cookstown, County Tyrone, in Ulster, Ireland, a Presbyterian in religious faith. Children (born on the homestead near Barrie): 1. John, born January 21, 1834, still living in his ninety-second year. 2. Mary Ann, born in 1836; married ——— Boake; died August 15, 1911. 3. Thomas W., born in 1838, died May 8, 1918. 4. Joseph, born in 1840, died October 10, 1922. 5. Isaac, born in 1843, died April 19, 1925. 6. Rev. Lambert Edgar, born September 4, 1844, still living and active at the age of eighty-one. 7. James, born September 9, 1848, living, aged seventy-seven. 8. Dr. Levi Johnson, of further mention. 9. Lavinia, born in 1852, died January 15, 1923; married ——— Cooper. Two infants who died young.

Dr. Levi Johnson Lennox, son of William and Nancy A. (Johnson) Lennox, was born at the homestead in Simcoe County, near Barrie, Ontario, July 7, 1850. His early schooling was obtained in Barrie and at a preparatory school at Coberg, in the same province. He later attended Trinity Medical University in Toronto, Canada, from which he received his degree of Doctor of Medicine, and at the age of twenty-five he studied at Toronto University. With an unusually complete theoretical preparation for his profession, he began practice in Richmond Township, McComb County, Michigan, and for twelve years continued to gain invaluable experience in all the human ailments that occur in the wide circuit of a country physician's daily rounds. In 1885 he moved to Detroit and there built up a very large practice. His kindliness, his thorough knowledge of his profession, his understanding of human nature, all combined to establish his popularity. When occasion demanded, as it frequently did, Dr. Lennox was a capable surgeon, but as he grew older he devoted most of his time to general practice.

In addition to his professional activities, Dr. Lennox had large property interests, mostly in the shape of real estate subdivisions near Birmingham. Politics held his attention, although he did not actively seek office, and he was a loyal member of the Republican party. His keen business sense and logical mind were probably responsible for his lifelong desire to follow the legal profession, an ambition which he never, of course, realized. He was a communicant of the Cass Avenue Methodist Church; and a member of Ashlar Lodge, Free and Accepted Masons, in which body he held the thirty-second degree. He died August 9, 1925.

Dr. Lennox married, in Richmond, Michigan, January 6, 1873, Ella L. Cooper, of Oswego County, New York, daughter of James W. Cooper, a stave and heading manufacturer of Syracuse, who in mature life moved to Richmond, Michigan. There, in the section called Cooperstown, he became prominent as president of the village, in politics a Democrat. James W. Cooper and his wife, Louisa (Allen) Cooper, from Vermont, reared one son, James P., besides the daughter, Ella L., who married Dr. Lennox. To Dr. and Mrs. Lennox were born two children: 1. Genevieve, who married James V. Oxtoby, and is the mother of James V. Oxtoby, Jr. 2. Myrtle June, who married Daniel Wells, and is the mother of Daniel Lennox Wells.

A professional man of the highest type, Dr. Lennox gave himself unstintingly to the cure of ailing human beings, adding to his diagnosis of their bodily ills a sympathy and encouragement that were as tonic as his medicines. He was, moreover, a business man who enhanced the economic values of a community, a good citizen, and an admirable head of his household.

MILLER, Albert, Jr.,

Lumber Dealer.

The late Albert Miller, Jr., for many years a potent factor in business development in Detroit, Michigan, and in the lumber business throughout the West, was a man whose name, in the minds of all who knew him, was a synonym for inflexible integrity and for business acumen. Of marked ability and forceful character, he left his impress on Detroit, and the Miller and Miller Lumber Company, his creation, stands as a monument to him.

Albert Miller, Jr., was born in Bay City, Michigan, September 27, 1869, son of the Honorable Albert Miller, a wealthy pioneer lumberman of Bay City, owner of one of the largest lumber and saw mills in the world, and of the important Miller and Lewis Salt Works. The father was an influential Democrat, who ran for Congress in 1910 in a very close race and was defeated by a narrow margin. The grandfather of the subject of this record was Silas Miller, originally of Syracuse, New York, a soldier of the War of 1812, who was a prosperous farmer until his death in 1853, and whose wife, Agnes (McDonald) Miller, was the daughter of Angus McDonald and his wife, Jean (Johnstone) McDonald, a descendant of the Earl of Montieth and originally from Stirling Castle in Scotland. Silas Miller's brother, Sweeney, historically recorded as John, was cited for bravery in the War of 1812. Their father, Thomas or Silas Miller, had moved from Syracuse, to which the Millers had drifted from their original settlement in Virginia, to Michigan, after marrying. Honorable Albert Miller married Jennie Rorison of Ypsilanti, daughter of David Brainerd and Lucinda (Yost) Rorison, who had moved to Michigan

Albert Miller Jr

from New York State in order to give their children a good education. The Normal School at Ypsilanti, Michigan, is situated on David Brainerd Rorison's farm.

Albert Miller, Jr., was educated at the Fremont Avenue Public School, at Central High School in Bay City, and completed his schooling by a business course in Devlin's Business School there. Immediately on completing his education he entered his father's saw mill business. The year 1905 found him at a point on the St. Clair River just below Algonac, where he was busy for three or four years. Then, thoroughly versed in the lumber business, he moved to Detroit, where he established the Miller and Miller Lumber Company. From the beginning he was sole owner of this enterprise, which was said to be the largest and most successful of its kind in the West, a strictly wholesale business. In the beginning the offices were in the Book Building, but were moved to the Dime Savings Bank Building when that was erected. During the seventeen years of Mr. Miller's management, the enterprise throve and became a great stimulus to financial activity and industrial development, not only in Detroit, but throughout the South and West. Sudden death took Mr. Miller away from his activities at the height of his career, September 26, 1924, in his fifty-fifth year.

All the drives and campaigns for patriotic and humanitarian causes during the World War found him ready with assistance and with money contributions. A Democrat, he was very loyal to that party and to Woodrow Wilson, but a slight deafness prevented him from actively participating in politics. He was a member of The American Historical Society; the Detroit Athletic Club and the Barton Hills Country Club at Ann Arbor. His religious affiliation was with the Westminster Presbyterian Church. He was also affiliated with all the important lumber organizations of the country.

In Toronto, Canada, on June 24, 1903, Albert Miller married Annie Patterson, of Toronto, daughter of John and Flora (McLean) Patterson. Mrs. Miller survives her husband and resides at No. 949 Chicago Boulevard, Detroit.

No man was more kind hearted, more affable in manner, quicker in financial sagacity, nor more helpful to all progressive and constructive effort than Albert Miller. He was admirable in all the relations of life, a fine, strong business leader, a home-loving and devoted husband. Full of sympathy for the unfortunate, of unfailing fidelity in friendship, and always looking to the interest of others, he was admired and respected by the entire community and warmly loved by a large circle of friends.

MARTIN, William Elisha,

Bank Official.

Prominent in banking circles nationally William Elisha Martin was especially well known as vice-president of the Citizens' Commercial and Savings Bank, of Flint, Michigan. For forty years he furthered the interests of that institution. At the same time he devoted his time, his unwearying energy, his unfailing good judgment, and his powerful influence to civic developments in Flint, in particular to educational matters.

William Elisha Martin was born on a farm near West Swartz Creek, Michigan, August 3, 1860, son of ——— and Nancy (Bremer) Martin. The father was a farmer in the days when the locality was frequented by Indians and bears roaming freely throughout the land, and his daugh-

ter still resides on the old site. The mother lived in New York State. William E. Martin was the youngest of four children, and he lived on the farm until he was twelve years old. His mother then, in 1872, bought a place in Flint, and there the boy finished his schooling. His first business venture was in a grocery store, where he worked as general utility boy. At the age of sixteen he entered the Citizens' Commercial and Savings Bank, with which he spent the next forty years of his life. To begin with he was a messenger and collector, and by giving conscientious service, he was advanced through the various departments of the bank until he was made cashier. In 1924 he was elected vice-president, and the following year was forced by ill health to retire.

His work for the community was not confined to his honest and able work as a banker. For twenty-one years he served as a member of the Board of Education of Flint, for much of the time as treasurer. When he began, less than sixty teachers constituted the public school staff; growth was rapid and continuous, and it was his policy to keep pace with demands in a liberal spirit; and when he retired, it was to leave a system run by some six hundred teachers and housed in fine modern buildings. In honor of his years of service his name was given to the fine new school erected north of Grace Lawn Cemetery, and he watched with pride the completion of the W. E. Martin School. He was a member of the Young Men's Christian Association; the Chamber of Commerce; and Flint Lodge, No. 222, Benevolent and Protective Order of Elks. His help and his purse could be counted on in all philanthropic activities, and during the World War he contributed generously to the war charities. At sixteen he began his lifelong helpful association with the Methodist Episcopal Church, beginning as a member of the Court Street Church, where preached the famous "father of Methodism," Seth Reed. He was a trustee for many years, secretary and treasurer of the Sunday School, and treasurer of the church board of trustees. A Republican in general principle, Mr. Martin was an advocate of the best man for the office rather than for the party leader. He liked outdoor life, and spent his summers boating and sailing.

In Flint, Michigan, on June 8, 1888, William Elisha Martin married Florence E. Cleveland, who died May 6, 1926. She was a daughter of Peris F. and Patience (Darling) Cleveland. Her father, a well known contractor who erected many of the early structures in Flint, including the First Methodist Church, had come from near Elmira, New York State, to Flint when it was a lumber town, traveling over the Indian Trail. Of the same family as Moses Cleveland, he was the son of Franklin Peris Cleveland, originally from Connecticut, who had moved to Oswego, New York, and there married Hannah Wright, of Pennsylvania Dutch extraction, by whom he had four children. Peris F. Cleveland married Patience Darling, daughter of Charles and Emily (Steele) Darling, her father being a resident of Wisconsin. Two children were born of this union: 1. Florence E., (Mrs. William E. Martin) now deceased. 2. Frank P.

Death came to William E. Martin at his home in Flint, Michigan, October 30, 1924. He had contributed much to the healthy and prosperous growth of the city, and he had lent his influence to every progressive movement. The editorial tribute of the local paper says of this citizen what was in the hearts of the people of the community he so ably served:

The American Historical Society

Eng. by E. G. Williams & Bro. N.Y.

William R. Rowland

Mr. Martin was a keen, diligent and successful business man, of unquestionable probity, and his widely ranged dealings brought him a very large acquaintance. In addition to being identified with the Citizens' Bank in various capacity for about forty years, Mr. Martin served, also, in public affairs, and served well. . . . It was love of service and interest in the city which induced Mr. Martin to give of his time and means to the educational, religious, and civic activities of Flint and to assist in the conduct of public affairs. And these things he did quite irrespective of any emoluments or perquisites.

He was an unaffected man, and he never consciously tried to be popular. All his life he was diligent, active and industrious. His counsel and advice, never obtruded, were eagerly sought in many affairs, public and private, and always to the advantage of the recipient, whether civic or individual. Mr. Martin's memory will be honored no less for his achievements than for his share in the upbuilding of this city.

ROWLAND, William Richard,

Eminent Citizen.

A figure commanding in personality and achievements, in tune with the largeness of vision, wealth of opportunities, and richness of development of California, William Richard Rowland, of Los Angeles, California, was the president of the first successful petroleum company, the La Puente, and an integral part of the picturesque early growth of the city he loved. His personal bravery was conspicuous in a day of brave pioneers. His foresight and readiness to accept new ideas were remarkable even in a community which took on faith the splendid future of the city. His perseverance and wisdom, his self-forgetful loyalty to the best interests of Los Angeles, contributed much to the steady forward march that city enjoyed. For half a century he gave himself to this great work of erecting a civilization.

The father of William Richard Rowland, John Rowland, was born in Maryland, and in early manhood went into the Southwest, where he was associated in the mining industry at Taos, New Mexico, with the man who became his lifelong friend, William Workman. In 1841 they set out for California, found it good, and returned to Taos for their families, with whom they settled in the new State in 1842. With them travelled men whose names also became identified with the growth of the State. John Rowland and William Workman obtained a Spanish grant to La Puente Rancho, which comprised 48,000 acres of beautiful country. There they built homes and resided throughout the rest of their lives. In 1869 the property was divided. In 1870 Mr. Rowland arranged his estate for division among his heirs, giving to each some 3,000 acres of land and a thousand head of cattle, and death came to him on the noble ranch he had created on October 14, 1873, when he was at the ripe age of eighty-two. John Rowland married (first) Dona Maria E. Martinez, and they were the parents of the following children: 1. John, Jr. 2. Thomas. 3. Robert. 4. Nieves, who married John Reed. 5. Lucinda, who became the wife of James R. Barton. 6. William Richard, of further mention. John Rowland married (second) Mrs. Charlotte Gray, and they were the parents of two children: 7. Albert. 8. Victoria, who became the wife of J. W. Hudson, of Puente, both deceased.

William Richard Rowland, son of John and Dona Maria E. (Martinez) Rowland, was born November 11, 1846, at La Puente Rancho. Receiving his primary education in the early-day public schools, he later attended the private institution of William Wolfskill, in Los Angeles, and from 1858 to 1860 was a student in Santa Clara College. For ten years thereafter he managed his father's large affairs, spent

a short time getting his own in order, and in 1871 moved to Los Angeles, where he remained throughout the rest of his life. He had a hand in all the significant political and business developments of the town, as well as educational and social. One of the most colorful events of his early career was his work as sheriff of Los Angeles County, an office to which he was elected at the age of twenty-six, and which called, in that rough pioneer day, for brawn as well as brain, for physical as well as spiritual courage. Mr. Rowland had both. He enforced the law with an unwavering hand. A fearless and desperate bandit was Tiburcio Vasquez, who had terrorized the whole section, who watched a Sacramento sheriff post a reward for his capture, added to that sign an additional figure of reward, and smilingly and safely retired from the city; who formed a habit of riding into Los Angeles, hitching his horse on a downtown street, and mingling freely with the citizens on the lookout for his capture. The new sheriff was his match. Mr. Rowland captured the bandit and ended his piratical existence. For five years he devoted himself to this office and brought law and order into everyday life.

Thereafter, Mr. Rowland became a factor in the phenomenal development of the oil industry. He discovered oil on his own ranch, beginning to drill there in the late eighties, in partnership with William Lacy, as Rowland & Lacy, and later incorporating the enterprise under the name of the Puente Oil Company, of which Mr. Rowland was president and one of the principal owners. He had a pipe line constructed to the railroad. One of the first industries to make use of crude oil was the Chino Sugar Factory, which utilized it as fuel. This was the opening wedge of the greatest industry in that part of the State, and through Mr. Rowland's activities and initiative, the whole rich Puente Hills district was developed. With equal fervor he gave himself to the furtherance of betterment plans in Los Angeles, for which he had the greatest hopes. He was a member of the Democratic Party and was appointed by Governor Budd a member of the board of trustees of the Whittier School. He joined heartily in every civic enterprise and was an important factor in the growth of the city from the sleepy Pueblo of the early fifties to its present status of one of the largest cities on the West Coast. Throughout the years of his life in Los Angeles, Mr. Rowland was a member of the Los Angeles Chamber of Commerce and of the California Club. A lover of the out-of-doors, he was an ardent horseman and owned a stable of fine horses. His first home was on Grand Avenue, near Second Street, but as the business district engulfed this, he built a fine new home on Bonnie Brae Street, where death came to him at the age of seventy-nine, February 2, 1926.

In 1875, in Los Angeles, William Richard Rowland married Manuela Williams, daughter of a pioneer family. Three children were born of the union: 1. George William, deceased. 2. Nina Vivian, wife of Dr. Clarence G. Toland, of Los Angeles. 3. Helen Frances, wife of Dr. Edward C. Moore, by whom she has two children: William Rowland, and Helen Moore.

To the American is the natural gift of optimism. A rich and bountiful world is his, with larger potential stores in reserve, and this is peculiarly true of the favored land of California. The early pioneers possessed in full measure the spirit of optimism, and Mr. Rowland was imbued with their spirit. He had also the rarer attributes of the born gentleman, a gentle-

ness and courtesy, and unfailing humane response to all cries for help, which endeared him to his fellow men and enriched his opportunities for aiding in the common welfare. Edward Everett Hale's fine lines apply to him with peculiar aptitude:

To look up and not down,
To look forward and not back,
To look out and not in, and
To lend a hand.

SPEER, Mrs. Robert Elliott (Emma Bailey),

Y. W. C. A. National President.

SPEER, Robert Elliott, D. D., LL. D.,

Religious Leader.

Emma Bailey (Mrs. Robert Elliott) Speer, president, since February, 1915, of the national board of the Young Women's Christian Association, has devoted her busy life to the well-being of that organization, rendered a service that merited world-wide commendation during the great war period, is a recognized authority on social morality, and has achieved fame as an authority of unusual ability on social service.

Emma Bailey, daughter of Charles Lukens and Emma Harriet (Doll) Bailey, was born May 15, 1872, in Pottstown, Pennsylvania. She attended Bryn Mawr College and was graduated from that institution.

As early as June, 1907, Mrs. Speer was chairman of the student committee of the national board, Young Women's Christian Association. In the first edition of the "Association Monthly," official organ of the Young Women's Christian Association, which appeared on February 7, 1907, the first article in the publication was entitled "The Place of Small Things," by Emily (Bailey) Speer, from which are given the following quotations: "We cannot do the best work in a committee meeting, or at an office, if we have been careless of the woman who brought us our breakfast, or the man who took our carfare . . . . One of the queer twists of our faulty nature is that we so often show our worst side to those whom we love best, and keep our courtesies, our self-control, our charms—such as they may be—for outsiders." Other contributions from her gifted pen which have appeared from time to time in the "Association Weekly" have been as follows: "Reasons For a Summer Conference" (February, 1909); "Janet McCook Whitman: A Tribute" (February, 1910); "A Thanksgiving Meditation" (November, 1913); "An Interpretation of the Jubilee Objective" (February, 1916); "Mrs. George K. Swinburne" (Obituary, September, 1917); "The Triennial Convention" (January, 1918). Since 1906 she has been a member, and since February, 1915, president of the national board of the Young Women's Christian Association; was a member of the national war work council of the association during the period of the World War, and chairman of the social morality committee of that council; is a member of the Bryn Mawr Club; resides at Englewood, New Jersey, and maintains official offices at No. 600 Lexington Avenue, New York City.

On April 20, 1893, Emma Bailey was united in marriage to Robert Elliott Speer, of Huntingdon, Pennsylvania, of whom further, and to this union were born five children: Elliott, Margaret Bailey, Eleanor (deceased), Constance, and William.

Robert Elliott Speer, missionary, author and former president of the Federal Council of Churches of Christ in America, was born at Huntingdon, Pennsylvania, September 10, 1867, a son of Hon. Robert Milton and Martha Ellen (McMurtrie)

Speer. He received his Bachelor of Arts degree from Princeton in 1889; was a student at Princeton Theological Seminary in 1890-91; in 1900 he received an honorary Master of Arts degree from Yale; Doctor of Divinity degree from the University of Edinburgh in 1910; Doctor of Laws, Rutgers, 1920; has been secretary of the Presbyterian Board of Foreign Missions since 1891; made a tour of visitation to Christian missions in Persia, India, China, Korea, Japan, in 1896-1897; same in South America in 1909 and 1925; same in Japan, China, Philippines and Siam, in 1915; same in India and Persia in 1921 and 1922. Dr. Elliott is the author of the following: "The Man Christ Jesus" (1896); "The Man Paul" (1900); "Missions and Politics in Asia" (1898); "A Memorial of a True Life" (1896); "Remember Jesus Christ" (1899); "Studies in the Book of Acts"; "Studies in the Gospel of Luke"; "Christ and Life" (1901); "The Principles of Jesus"; "Missionary Principles and Practice" (1902); "Presbyterian Foreign Missions" (1901); "A Memorial of Horace Tracy Pitkin" (1903); "Missions and Modern History" (1904); "The Marks of a Man" (1907); "Christianity and the Nations" (1910); "The Light of the World" (1911); "South American Problems" (1912); "Studies in Missionary Leadership" (1914); "One Girl's Influence" (1914); "Studies in the Gospel of John" (1915); "The Stuff of Manhood" (1917); "The Gospel and the the New World" (1919); "The New Opportunity of the Church" (1919); "Race and Race Relations" (1924). Dr. Speer served during the World War as a member of the advisory committee of the religious and moral activities of the army and navy, and was chairman of the General Wartime Commission of Churches. His offices are at No. 156 Fifth Avenue, New York City.

BRIGGS, Nathan L.,

Business Leader, Citizen.

Illustrative of the constructive and successful type of American business man, whose residence in a town means participation in every progressive enterprise and large importance in the development of the community as a whole, was the late Nathan L. Briggs, of Boonton, New Jersey. His interest and his vision included municipal affairs, financial matters, and those of general culture. His ability and his unwearying energy played their part in every line of progress.

Nathan L. Briggs was born in Wareham, Massachusetts, January 4, 1845, son of Job M. and Rebecca (Holmes) Briggs, and was educated in the local public schools. At the age of seventeen he moved to Boonton, where he was employed in the nail works until they closed in 1876. He then moved to Northumberland, Pennsylvania, where for a decade he was superintendent of the Van Allen nail works. It was in 1886 that he returned to Boonton to live, and began on the thirty-one years of usefulness to the town which made up the rest of his life. He was one of the prime organizers of the Boonton Building and Loan Association in 1889, of which he was elected a director and president, offices he held until his death. He was also a leading spirit in the organization of the Boonton National Bank in 1890, of which he was elected director, and in 1903, vice-president, offices remaining in his possession until his death.

In civic affairs Mr. Briggs was as active as in financial. The early and formative days of Boonton had the benefit of his services as trustee, and, when incorporated, the town elected him one of the members of its Common Council. He later served two full terms as mayor.

Nathan L. Briggs

From its foundation until the end of his life Mr. Briggs was a trustee of Holmes Library, to whose welfare the was devoted, and he was treasurer of the Boonton Cemetery. His community interests included participation in the formation of the Town Club. He was the oldest member of the Arcana Lodge, Free and Accepted Masons, which he had joined in 1861.

Nathan L. Briggs married, in 1867, Amelia C. Norris, daughter of James S. and Elvira Norris, of Boonton, who died in 1903. Since then Mr. Briggs had made his home with his sister, Mrs. Louisa A. Myers, of Boonton.

Death came to Mr. Briggs on May 20, 1917, at the end of seventy-two years of right living and high thinking. He was generous to a fault, sweet-natured, and possessed of many friends whom his genuine fineness won in spite of his somewhat reserved and dignified exterior. His handsome presence graced the important offices he held. To his family he was considerate and devoted, and the relationship between his sister and himself in the years of his bereavement was close and sympathetic. The editorial comment in the Boonton "Times" reads as follows:

It is with sorrow that we announce the death of one of our foremost citizens, Mr. Nathan L. Briggs. It is a loss felt universally in our own community and for miles around, for there were few better known and none more respected than he was in this part of Morris County. He was always helping by his advice and in other helpful ways those who needed such services as he could give. Any community is the better for the life of such a man, and he will long be revered in our memory.

PAUL, John Philip,

Realtor.

The man of vision, of good judgment, and of thoroughgoing knowledge of his native city, who devoted himself to real estate and construction in the era of rapid municipal expansion, characteristic of America in the last decade of the nineteenth and the first two of the twentieth centuries, played a shaping part in general progress. This was particularly true of John Philip Paul, of Detroit, Michigan. He devoted thirty years of his mature life to real estate and general building, and erected one of the first modern apartment buildings in Detroit.

John Philip Paul was born September 11, 1858, at the house on the northwest corner of Adams and Beaubien streets, Detroit, Michigan, where he continued to reside for sixty-five years. His father, Reinerius Paul, was born in Germany, came to Detroit in the early days of the city and established himself as a retail and wholesale grocer. He died in Detroit at the age of seventy-six years, in 1899, after a useful and public-spirited career, of particular service to St. John's German Evangelical Church, of which he was a founder. He married Johanetta Bussang, also a native of Germany, who was active in church affairs, and who died four years after the passing of her husband, after a brief illness in the old homestead, aged seventy-two years. In Detroit, where the couple settled soon after their marriage, their two children were born: John Philip, of further mention; and a daughter, who died at the age of twelve years.

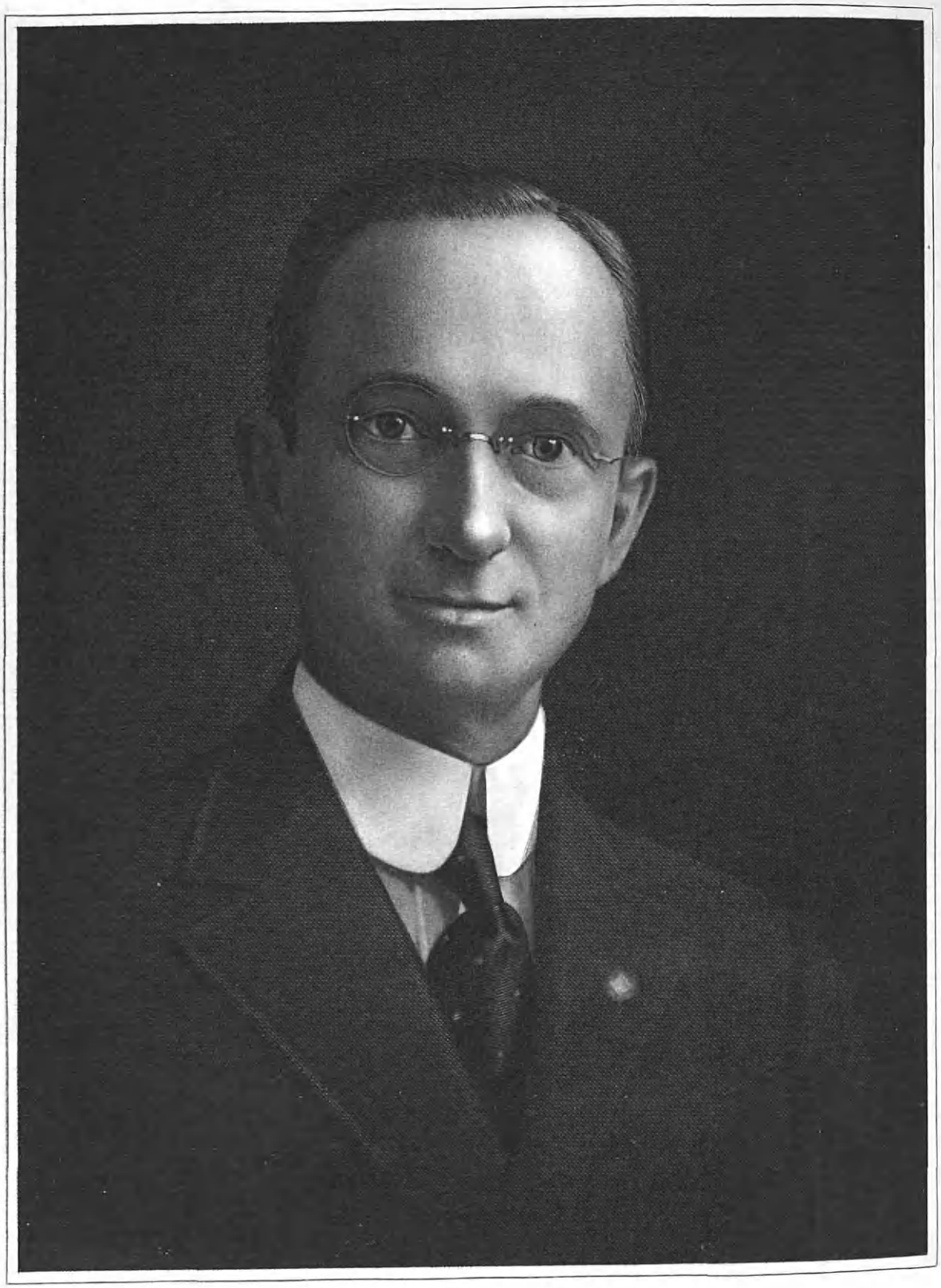
John Philip Paul was educated in the church schools and supplemented his academic course with studies in bookkeeping and general commercial subjects at Goldsmith's Business College. A great reader and a student of discriminating tastes, he became a man of broad general culture. His early business venture took the form of coöperation with his father in conducting the grocery business at the corner

of Adams and Beaubien streets. After his father's death Mr. Paul opened a meat market at Woodward and Henry streets, in 1885, which continued to thrive until 1890. In that year began Mr. Paul's interest in realty, which occupied him the rest of his life. As a result of his realty and building enterprises, his estate gained control of more than forty stores and apartment buildings within the half-mile circle in the downtown section, the whole being valued at about a million and a half dollars. The Paul Apartment House was one of the first in the city. Other similar structures were erected by Mr. Paul on High and John R. streets, as well as on the southwest corner of that intersection; the southeast corner of Elizabeth and Brush streets; the northeast corner of Brush and Madison streets, where the city has cut forty feet from the building in order to make a highway. Mr. Paul acquired property on Trumbull Avenue, Third Avenue, Fourth Avenue and West Warren Avenue. His sons, trained to the realty business, have continued in the line of operations adopted by their father.

His business, whether his own affairs or helping others transact theirs, and his family proved of greater interest to Mr. Paul than any outside occupations and amusements. He gave generously, both of his wealth and assistance. During the World War he contributed to the Liberty Loan drives and to the War Chest, for he was enthusiastically patriotic, as were his sons. In political affiliation he was Republican. His constant support was given to the church his father had so loved, St. John's German Evangelical. Motoring and baseball gave him the recreation he so greatly needed in the midst of his exigent and wearisome labors.

On November 23, 1879, at St. John's German Evangelical Church, John Philip Paul married Lena Kurtzman, daughter of Krel Kurtzman, a member of that church, and a commission merchant who supplied fruits and vegetables to hotels and steamers. Six children were born to Mr. and Mrs. Paul, who, with their mother, survive Mr. Paul. 1. John W. 2. Frederick P., who married Ruby Holding. 3. Riney Frank, who married Jessie Bennett, and they are the parents of: i. Riney John Philip Paul. ii. Emily Johanetta. iii. Lena Mary. iv. Robert Frederick. 4. Nettie, prominent in the family church, and during the World War an unwearying worker for the Red Cross. 5. Amelia Louise, soloist in the church to which her family has so long given its support. 6 Charles Philip, who married Florence Hund.

Death came unexpectedly to Mr. Paul at his home, No. 207 King Avenue, Detroit, May 5, 1926, in his sixty-eighth year. He was a jovial man, of happy nature, who brought something of his own constructive gaiety into every circle into which he entered. He loved his home, his wife, his children, and lavished on them all the good things of life brought to him by his business success. This came from the rare combination of common sense, prudence, and vision with which he was endowed. He saw far into the future, planned toward definite ends, and exercised the force to carry out his plans. His generous aid was always ready for anybody or any cause which was worthy of support. Much of the convenience and value in real estate development in Detroit was due to his wisdom. Thus lived, labored, and died an upstanding American citizen, whose career meant progress to the land he loved and to the city of his birth and lifelong citizenship.



B. F. Bain

BAIN, Benjamin Franklin,

Toy Manufacturer.

Benjamin Franklin Bain was a man of great creative ability, inventive genius, and a lover of children. In his chosen life work, the manufacture of toys of high quality and educational value, he found great satisfaction. The Wolverine Supply & Manufacturing Company was his creation. It was his spirit that animated and shaped its development, which now ranks among the first of the world's toy manufacturers. The distinguishing feature of toys made by the Wolverine Company is that they are made of durable materials and are modelled after tools and articles utilized in modern industrial and domestic life, such as sand cranes, "Panama" pile drivers, Bowler Andy mill, vacuum sweeper sets, toy dishes, motor race games, round the world flyers, and the typical American "Sandy Andy" toys. Thus Mr. Bain conceived and executed the plan of preparing children for grown-up efficiency by their very play. The popularity of his toys attests to the wisdom of his ideal.

Benjamin Franklin Bain was born in the village of South Boston, Ionia County, Michigan, December 14, 1868, son of Joseph G. and Louisa (Church) Bain, who lived most of their married lives near Petoskey, Michigan, on Mr. Bain's farm. The son attended the Petoskey public schools and graduated from the Michigan State College in the Engineering Department, at Lansing in the class of 1893.

His first employment was at New Brighton, Pennsylvania, followed by a period of employment with the General Electric Company at Schenectady, New York. In 1903 he settled in Pittsburgh, where he established a business of his own, manufacturing kitchen specialties, metal dies and tools. This business was located in the Phipps Power Building on Duquesne Way. In 1906 incorporation was made, he then establishing his company in the Imperial Power Building. He embarked in the toy industry in 1911 at No. 917 Irwin Avenue, North Side, Pittsburgh. The purchase in 1915 of the site of his factory now occupies gave the business a permanent home at the corner of Western Avenue, Fontella and Page streets, North Side, Pittsburgh. Many buildings have been erected since the first building was completed in 1915, and late in 1924 the last one was dedicated, facing on Western Avenue. The company now has one of the finest groups of steel constructed factory buildings in Pittsburgh, with floor space of over 150,000 square feet, and with two hundred and fifty employees. The company has retained its first name, The Wolverine Supply & Manufacturing Company, and has expanded its production far beyond the original manufacture of dies, tools and kitchen supplies, to include a wide variety of toys of a mechanical nature. Mr. Bain turned out toys characteristic of Pittsburgh. Sand cranes, "Panama" pile drivers, sand carriers, "Bizzy Andy" "Bowler Andy" are typical, and some twenty-five or thirty other toys are manufactured, all of lasting material and excellent workmanship. The Wolverine Company has become one of the leading toy manufacturers in the world, its products being sold throughout the Western Hemisphere, and in Europe as well. The primacy in the toy industry held by Germany before the war is now in the hands of the United States. Mr. Bain was president of the Wolverine Supply & Manufacturing Company and the largest stockholder, and the company owes its rapid and sound growth to his integrity,

foresight and business ability. It is greatly to be regretted that Mr. Bain lived only to complete his work and not to enjoy the finished product, for he died in his fifty-seventh year, at his home, No. 1212 Western Avenue, North Side, Pittsburgh, June 19, 1925.

Mr. Bain was a member of the New Brighton, Pennsylvania Lodge, Free and Accepted Masons; held the thirty-second degree, was a member of the Pennsylvania Consistory, Scottish Rite, of Pittsburgh, and the Syria Temple, Ancient Arabic Order Nobles of the Mystic Shrine, of the same city. Always interested in the progress of the city and its general welfare, he was an active member of the Chamber of Commerce, the Rotary Club and the Boys' Club of Pittsburgh. His college fraternity was the Phi Delta Phi. His clubs were the Highland County Golf Club and the Pittsburgh Field Club. His hobby was business and golf. He was a member of the Mechanical Engineers' Society of America and the Toy Association of America.

Mr. Bain married, at Albion, Michigan, November 25, 1908, Dora Adele Elliott, born in Albion, daughter of Francello and Frances (Lamont) Elliott. Her father was a farmer in Michigan throughout most of his life. To Mr. and Mrs. Bain was born a daughter, Frances Church Bain, who died at the age of two years.

A rare combination of inventive and executive ability characterized Mr. Bain and made possible his success. High ideals, supported by thorough technical knowledge, went into the planning of his product, and Mr. Bain was remarkably abreast with educational progress in inventing his instructive and useful mechanical toys. It was his form of patriotism, for he planned thus to teach children what present-day America really means and is. His understanding of child psychology was never at fault, for all children love the toys he conceived and designed for them. His factory is today an outstanding example of what the energy, foresight and ambition of a man can accomplish.

In the death of Benjamin Franklin Bain the North Side of the city of Pittsburgh lost a foremost citizen; one whose life was devoted to his city's welfare and growth. He was charitable and found absolute pleasure in ministering to those less fortunate than himself. He shunned ostentatious display, and in his quiet way went about doing good, willing that the world should judge him by his deeds. He was kind and considerate of all—it was a positive joy to possess his friendship and good will. To the young he was an inspiration, and there are many men in Pittsburgh who feel grateful for his wise counsel and proud to have been called his friend. He was a type of the very best American citizenship, a lover of nature and an advocate of all that tends to the betterment of humanity; a far-seeing man in business, a devoted friend, a true husband. Such men are few. The death of such a man is always a calamity to the community in which he lived and labored for so many years. His success in life and business was due to his honesty, his love for his work, his faith in his fellowman and his firm belief in the Golden Rule, "Do unto others as you would have others do unto you." The ordinary duties of life, the ordinary interests and concerns of life are proven by men of this type to be worthy. They are modest, plain, matter of fact, unpretending as well as unassuming. Such a person was Benjamin Franklin Bain.

Henry P. Cope

COPE, Henry Philip,

Manufacturer.

Henry Philip Cope, one of the broad-gauged and successful business men of Detroit, Michigan, who was widely known throughout the country for his initiative and enterprise, was head of the Michigan Stamping Company and of various concerns. He was a self-made man, alert, forceful and straightforward.

Henry Philip Cope, son of Philip and Catherine (Beck) Cope, was born in Rome, New York, October 29, 1851. His father, a contractor, was born in Germany, moved to Rome, there plying his trade and dying. His mother, born in Germany, lived to the age of ninety-two, dying in Detroit in 1916. Henry P. Cope was the eldest of a family of four children, consisting of two boys and two girls.

Henry P. Cope was educated in the Rome public schools, and at the age of twelve had to leave school and work in order to contribute to the support of the family. At about the age of seventeen he became a contractor and builder. In a few years he became one of the best in Rome, New York.

In 1875, at the age of twenty-four years, realizing that his opportunities were limited in a small place and being ambitious, he came to Detroit, where he worked at his trade while he made a survey of the industry in this locality. He decided that the possibilities of stove pattern-making were greater and more to his liking than those of the building business. He therefore entered the employ of the Detroit Stove Works as an apprenticed wood pattern-maker. He later became foreman of their pattern shop.

He founded the Ideal Manufacturing Company in 1892, and became its president, building it up into a substantial organization. Later, in association with John H. French, he organized the Michigan Stamping Company, of which he was vice-president until its sale to the Briggs Manufacturing Company. Also, in association with John H. French, Mr. Cope founded the Dominion Forge and Stamping Company of Walkerville, Ontario, Canada, and served as a director until his death. He was president of the East End Land Company and the Conors Avenue Land Company, and also was on their board of directors.

After his retirement from active business, he built houses for sale, operated subdivisions in Detroit, and was interested in subdivisions in Ford, Ontario, Canada. As in his business career, he was keenly interested in all development projects and gave himself wholeheartedly to progressive activities. He became one of the best-known realtors of the city.

Mr. Cope was popular with his fellowmen, a member of the Lockmoor Club; and his political affiliation was with the Republican party. He was a member of the Detroit Real Estate Board and the Board of Commerce. Outside his actual financial activities, however, his chief interests were his home and his church. For fourteen years he was treasurer of the Church of the Messiah (Episcopal), and served also for fourteen years as senior warden. He taught in the Sunday school and often sang in the choir. To all sorts of philanthropic movements he gave his support, and he contributed liberally to the Red Cross and patriotic drives during the World War. He was enrolled in the Church Club of the Diocese of Michigan. His interest in religious subjects was evinced by his delight in his visit to the Holy Land in 1925, the realization of a lifelong ambition.

Henry Philip Cope married (first) Hannah Bielby, of Rome, New York, who

died in 1904. He married (second), October 2, 1907, Anna Vallat, daughter of the coast guard official, Eugene Vallat, and his wife, Laura (Stone) Vallat. A son was born of the first marriage: Henry Thomas, who married Erna George, and of this marriage, three sons were born: Henry Philip Cope, Donald George Cope, and William Bielby Cope. Mrs. Anna (Vallat) Cope survives her husband, and resides in Detroit.

In Detroit, February 28, 1926, Henry Philip Cope died, at the age of seventy-four, after a long, happy and useful life. A compound of great determination, unconquerable will power, a sweet and cheerful spirit, and a magnetic personality, he was a potent factor in the development of Detroit which attracted to him all manner of men. His business acumen was great, his standards high. At the same time he was a retiring, home-loving man, whose home was a source of happiness to him and his family and to a wide circle of friends.

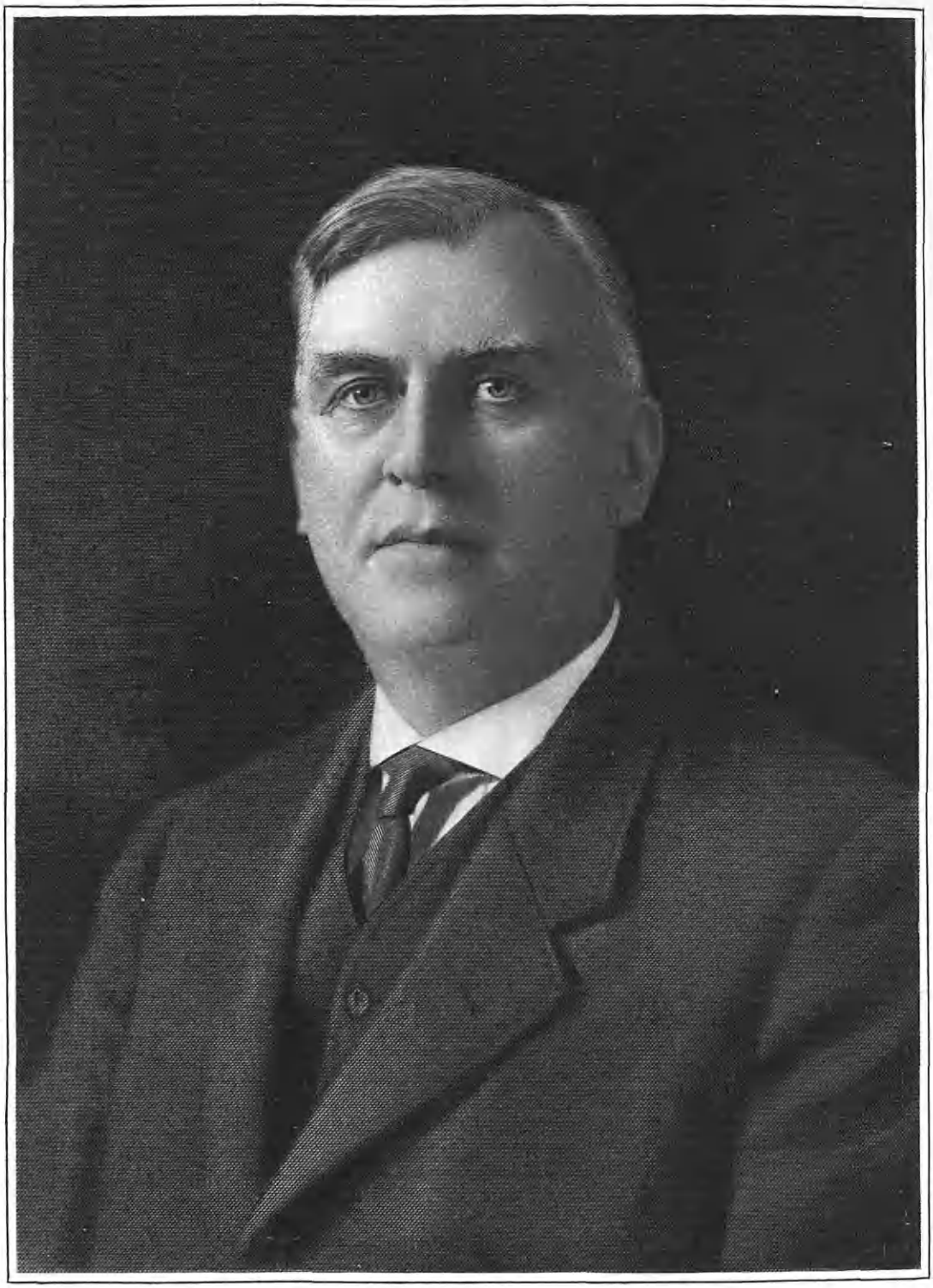
BURNS, William Henry, D. D.,

Clergyman.

To say that a man spent himself, his splendid qualities of body, mind and spirit over a period of forty-four years in the cause of his Master is to suggest a career of the finest humanitarianism. Such was that of Dr. William Henry Burns, Methodist Episcopal minister, throughout most of his active years associated with churches and church affairs in and about Chicago, Illinois. With him the paramount objective was the teaching of faith to men, faith in a higher and nobler power, in a greater life than is invisioned by the average man of this materialistic age. Toward that end he used his keen mental powers, his broad education and experience, his magnetic personality.

William Henry Burns was born in New Glasgow, Nova Scotia, September 11, 1840, son of Mitchell and Mary Ann (Morrow) Burns. His well-rounded education was obtained at Wesleyan University in Connecticut, which bestowed on him the degrees of Bachelor of Arts, Master of Arts, and Doctor of Divinity, the second in 1869, the third in 1892. Dr. Burns was pastor of St. Paul's Church in Chicago from 1869 to 1872, and was ordained to the Methodist Episcopal ministry in the latter year. His other charges were as follows: Warren, 1872-73; Evanston, 1873-74; Rockford, 1874-77; Elgin, 1877-80; Joliet, 1880-83; Western Avenue Church, Chicago, 1883-86; Wesley Church, Chicago, 1886-90; Oak Park, 1897-99. During part of this interval, from 1891 to 1897, Dr. Burns was presiding elder of the Chicago district. His ministerial service was interrupted in 1899 by a year's vacation spent in travel in Europe and the East. On his return to Chicago in 1900 Dr. Burns resumed his regular activities, serving as pastor of the Woodlawn, Avondale, Wicker Park, and Fowler churches in Chicago, from 1900 to 1909. He was evangelist of the Rock Conference in 1909. In 1891 he had served as delegate to the General Conference in Omaha and had become widely known to his confreres because of his piety and eloquence.

In spite of the exigencies of the large congregations to which he ministered, Dr. Burns found time for significant writing, published under the following titles: "Higher Critics' Bible, or God's Bible," 1904; "Crisis in Methodism," 1909; and "Answer to Criticisms of Crisis in Methodism," 1910. His one fraternal association was with the Delta Kappa Epsilon



Geo. F. Webber

college fraternity. His favorite recreations were fishing, horseback riding, and travel.

Dr. William Henry Burns married Anna P. Foster, of Aurora, Illinois, May 1, 1872, daughter of Rev. C. and Pamela Jane (Waterman) Foster. Mrs. Burns is a descendant of Edward Doty, of the "Mayflower," and Joseph Ward, of the Revolution. A son was born to Dr. William H. and Anna P. (Foster) Burns, William F. Burns, whose biographical record follows.

Dr. Burns was a potent force for good, sending out thoughts and works of importance to a world of men and women whom he truly loved and whose souls he sincerely wished to save, just as he desired to influence better living among them. Through his efforts many hundreds were converted to the Christian faith. In spite of his gentleness and sweetness of temper, he was a man of force, and stern in the face of disloyalty to his God. To those who knew him intimately he brought great happiness and an inspiration toward fineness of spirit and breadth of outlook.

BURNS, Major William F.,

U. S. A. Officer and Judge Advocate.

The fine mind and high ideals of service to his fellow men inherited from his father, Dr. William Henry Burns, D. D., have found expression in the case of the son, Major William F. Burns, in patriotic service in the army of his country. Liberally educated, trained and experienced in the law, Major Burns advanced rapidly.

William F. Burns was born April 10, 1875, son of Dr. William H. and Anna P. (Foster) Burns (see preceding biography.) He received a broad and cultural education, continuing to specialize in law and oratory at Princeton University, and graduating from Kent Law School in Chicago. He was a great lover of books and considered one of the foremost orators of his day while in college. On the completion of his college course, he practiced law for some time in Chicago. He then entered the army, serving for two and a half years at St. Nazaire, France, where he was in charge of a battalion and simultaneously assigned to the office of Judge Advocate. In December, 1925, Major Burns was transferred to his present position of commander and Judge Advocate over the 5th Corps area, covering a territory of five States. Major Burns is a member of the Free and Accepted Masons; the Ancient Arabic Order Nobles of the Mystic Shrine; and the Sons of the American Revolution.

Major Burns married Mary Francis, of Joliet, Illinois, and they are the parents of two children: Allen Francis and Mary Louise Burns.

WEBBER, George Frederick,

Manufacturer.

Efficient and successful management of his sweater and knit goods factory over a period of twenty-six years made the name of George Frederick Webber, of Detroit, Michigan, famous with dealers in his wares throughout the country. Excellence in style, quality and workmanship characterized his product. His business was run on strictly business yet highly idealistic lines. Not in Michigan alone, therefore, was he well known, but throughout the United States. In his own city, his zeal for public welfare, his ready support for every progressive civic movement, his charity and kindliness, won popularity for him as a citizen.

George Frederick Webber was born in Chicago, Illinois, June 8, 1864, son of Augustus and Eliza (Morphy) Webber, natives of England and Ireland, respectively. The father came to America as a young man, locating in Toronto, Canada, where he became connected with the Canadian postal service and thus remained until his death, which occurred in England. The mother, who was brought to Toronto at the age of eight, was a member of an important family of lawyers, five of her seven brothers being lawyers, and, like her husband, a communicant of the Church of England. She died in Toronto. George F. Webber and his sister, who resided in St. Paul, Minnesota, survived their parents and a second sister. The son attended school in Toronto, completing the public and high school courses, and read law after he reached maturity, working in a law office in Detroit in order to complete his studies.

For some time, while finding himself and getting a start in the business which proved most congenial to him, Mr. Webber lived in various towns, for a time in Winnipeg, Canada, then in Minneapolis; and, finally, in 1888, he moved to Detroit. He had meantime been admitted to the bar in Michigan. With George Payne he formed the Credit Collection Company, which was sold in 1893. Mr. Webber then joined the forces of the Lyon Hosiery Company as credit man, remaining for several years and using the opportunities which offered for a complete mastering of the details of this business. It was in 1899 that he began his own business on a small scale. He manufactured a few sweaters and jobbed in that and other products, adding bathing suits and all sorts of knitted specialties. The business has grown to great strength and popular favor. In 1925 the George F. Webber Building was erected to care for the plant and its varied interests, comprising some five stories, which houses all the equipment and the fifty employees. Mr. Webber, president of the company, also operated a mill in Pennsylvania, employing a hundred operators, and one in New Jersey. The qualities of their leader —courage, enterprise, high ideals of service—have imbued the whole working force, and the reputation of the product, as of the president of the company, is excellent. Careful and able management and honest methods have effected its growth, and the son of the founder continues to operate the business along the same lines.

The city's welfare was always a matter of moment to Mr. Webber, who voted as an independent Democrat, was a member of the Detroit Board of Commerce, and other organizations. His clubs were: The Detroit Athletic, the Detroit Boat, the Lochmoor, Golf, and the Detroit Automobile. He attended and contributed generously to St. Paul's Cathedral. Although he liked all forms of outdoor sports, his favorite form of recreation was fishing, especially for black bass in Canada.

On November 4, 1889, Mr. Webber married Frances Finch, of Minneapolis, Minnesota, daughter of S. M. Finch, a prominent attorney of that city, who was born in Illinois on a farm, and who died in Minneapolis. His wife, Maria (Stark) Finch, died in Iowa. To Mr. and Mrs. Webber were born three children: 1. George A., born in Detroit in 1890; he attended the University of Michigan after completing his high school course, and during the World War enlisted in the United States Navy with the rank of ensign, thereafter engaging in business with his father until his death, March 22, 1924. 2. Helen, who married Carl W. Johnson, by whom she has two children, Frances

and Mollie. 3. Francis J., like his brother and sister a graduate of the University of Michigan, a student in the training camps during the war, now continuing his father's business.

Death came to George F. Webber on April 10, 1926, at the age of sixty-two, when he was still in the vigor of health and prospective attainments. He was a man of strong and forceful personality, ambitious but altruistic, so honest that he adopted only the most straight-forward means of furthering his own interests. When success came to him, therefore, it brought happiness to all who knew him and his sterling worth. He lent his support to everything pertaining to the city's welfare and upbuilding, and was proud of achievements in the direction of progress, whether for the city or by private citizens. His home life was unusually happy, inspired by his own calm and balanced spirit, where strength and common sense were combined with a love of fun and social gaiety.

HENDERSHOTT, Robert Henry,

Public Official, Civil War Veteran.

As the "Drummer Boy of the Rappahannock" during the Civil War, for which he enlisted at the age of ten years and six months, Robert Henry Hendershott, of Oak Park, Illinois, gained National renown. His courage and character won the praise of such American heroes as Abraham Lincoln and Ulysses S. Grant. Horace Greeley presented him with a silver drum, which commemorated the services Mr. Hendershott had rendered his country, and which figured in countless patriotic entertainments in which he participated in his maturer years. Public service in some form had his support throughout most of the years of his life.

Robert Henry Hendershott was born in Moscow Township, Hillsdale County, Michigan, February 27, 1850, son of Henry Von Schall Hendershott, of Macon, Lenaver County, Michigan, who died in 1849. Henry V. S. Hendershott married Deborah Marie Coryell, daughter of Alexander Coryell, who was born at the historic town of Coryell Ferry, now known as Lambertville, New Jersey. The Hendershott family originated in Bavaria, Germany; under the former spelling of Von Hayderschatte, with arms as follows, granted January 12, 1612, and registered in Munich:

Arms—On a field of blue, chevron of gold, three silver stars.

Crest—On a helmet, a gold crown, on which is a silver star.

Motto—Through rough way to the stars.

Robert Henry Hendershott was educated at Riverside Academy, Poughkeepsie, New York, and at Eastman's Business College in the same town. At a time when most children are regarded as little more than infants, he enlisted as a drummer boy in the 8th Michigan Infantry, where he served for thirty days, and in the 9th Michigan Infantry, beginning October 25, 1861. Wherever he was engaged he won recognition for his fearlessness and resourcefulness, and was for a time a spy on the staff of General Grant. At Fredericksburg he was wounded, and his bravery there was the occasion of the presentation to him of the famous drum, which came from Horace Greeley to the boy's mother, accompanied by these words: "I am sure that the little we did for your son in presenting him with a drum was prompted by admiration for his heroism and by hopes for his future usefulness, which are still strong and high."

He was mustered out of the army honorably, and received an appointment to West Point on such recommendations as the following from Abraham Lincoln,

in 1865: "I know this boy and believe he is very brave, manly and worthy," and from General Grant: "I would most respectfully recommend this boy for a cadetship at West Point for the coming year," and from General Burnside: "It affords me great pleasure to testify to the greatness and loyalty of young Hendershott. He served under me faithfully for some time, and at the battle of Fredericksburg displayed most distinguished courage." Unfortunately, Mr. Hendershott was unable to make use of his West Point appointment, and to enter on a military career because of a physical disability resulting from his war service at so tender an age, and his wound. In 1867 Mr. Hendershott entered the postal service as one of the youngest employees, and remined there eighteen years.

At Newburgh, New York, May 30, 1867, Mr. Hendershott married Alice Lossing Blanchard, who was born May 6, 1848, and died September 23, 1913. She was the daughter of James Lawrence Blanchard and his wife, Elizabeth (Barritt) Blanchard. Death came to Robert H. Hendershott on December 26, 1925, He is survived by three children: Mrs. B. P. Horton, of Oak Park, Illinois; Honora Hendershott and H. B. Hendershott.

FROST, George Henry,

Business and Civic Leader.

The last half-century has witnessed a miracle in Southern California: the development of towns that in beauty and civic progress are models for the rest of the United States, such as Pasadena and its neighbors, San Diego, Santa Barbara—all names that thrill the rest of America. This splendid achievement was in each case due to leading citizens, men of vision and foresight who threw themselves ardently into all movements which coördinated into a program for the upbuilding of a city beautiful. George Henry Frost deserves a place high on the list of such constructive citizens of Pasadena, where for some forty-eight years he lived and helped to enrich the life of that city. The incidents of most importance in his career coincide with such outstanding features of the community as the Tournament of Roses, and to tell his story is to unfold that of the city.

George Henry Frost was a scion of an old New England family established on the shores of Massachusetts Bay in the early part of the seventeenth century. The five early colonists of that group left a host of descendants, now affiliated as the Frost Family Association of America, numbering more than five hundred families. The founders were: Edmund Frost, who settled in Cambridge, Massachusetts, in 1635; Nicholas Frost, of Elliott, Maine, 1634; George Frost, of Winter Harbor, Maine, 1635; William Frost, of Oyster Bay, New York, 1670; and William Frost, of Fairfield, Connecticut, 1640. It was from the Maine branch that George Henry Frost was descended.

(I) The great-grandfather of George Henry Frost was Jacob Frost, born at Berwick, Maine, May 4, 1785, died November 5, 1837. He married Sally Gould, born at Lyman, Maine, March 15, 1787, died in April, 1875.

(II) Thomas Frost, son of Jacob and Sally (Gould) Frost, was born at Lyman, Maine, April 28, 1809, and died September 10, 1879. He married Serene West, born at Pownal in 1809, died June 4, 1881.

(III) Edward Sands Frost, son of Thomas and Serene (West) Frost, was born at Lyman, Maine, January 1, 1843. He was a soldier in Company E, First

Geo. H. Frost

Maine Cavalry, during the Civil War, after which experience he lived for some years in Biddeford, Maine. With his family he crossed the continent to California on the second overland train, making the journey and arriving in Los Angeles on November 2, 1876. Three months later he established his home in Pasadena at the southwest corner of Colorado Street and Marengo Avenue, on five acres of land he purchased there. In the eighteen years before his death on May 28, 1894, during which he contributed materially toward the progress of Pasadena, he built the Frost Block at No. 177 East Colorado Street, as the home of the John F. Godfrey Post, No. 93, Grand Army of the Republic, which he named and of which he was an important organizer. He was largely instrumental in effecting important street improvements which have proved of great value to the growing city. He was the second photographer to open a business of that nature in Pasadena and left a valuable collection of early reproductions. He married Ellen Frances Whitehouse, born in Dover, New Hampshire, August 25, 1843, who died in Pasadena, California, November 20, 1908.

(IV) George Henry Frost, son of Edward Sands and Ellen Frances (Whitehouse) Frost, was born in Biddeford, Maine, October 8, 1868. His schooling began in the Biddeford public schools and was completed in Pasadena, where he attended the first school opened on South Orange Grove Avenue, and at schools on Fair Oaks Avenue and Colorado Street, and in a two-year course at Columbia Hill College. He rounded out his education by studying under a private tutor. The money for this liberal education Mr. Frost earned by selling papers, by acting as local agent for Columbia bicycles from 1885 to 1889, and as their sales representatives later on.

A man of great initiative and vigor, he engaged in a variety of business transactions. From 1892 to 1895 he was in the grocery business, passing from that to the position of treasurer and manager of the Pasadena Grand Opera House and the Lowe Opera House. The latter presented some of its best programs under his regime. He entered enthusiastically into local theatrical activities, and was a leader in athletic events, being one of the first to cycle to San Francisco on the early and inconvenient type of machine which had a large front and small rear wheel. Mr. Frost was for three years in partnership for the retail sale of candy and ice cream, under the firm name of the founder of the enterprise, Fred Fischbeck. He also worked with his father at photography, but sold out the business after his father's demise. During his last years Mr. Frost gave himself entirely to the business of looking after his property interests.

This by no means completes the life-story of a man who played so important a part in civic development. For thirty-three years he was actively associated with the Tournament of Roses Association, which he, for nine years, served as director and, for one year, as chairman of the building committee for the stadium. He appeared in every tournament except two during these years. For nine years he was drum major of the Americus Club Band, which club he also served as secretary for four years. For two years he was drummer and bugler for Company I of the National Guard. He was greatly interested in amateur theatricals, in which he always participated. He was a member of the old Board of Trade, from which he passed to membership in the succeeding Chamber of Commerce, and past vice-

president of the Cauldron Club. His political affiliation was with the Republican party; his religious affiliation was with the First Congregational Church. With his usual quick comprehension Mr. Frost saw the future of the automobile and was the seventh man in Pasadena to own one, doing much to launch the motor age successfully there. He was fond of the great out-doors, being an ardent fisherman, hunter, and fond of the sea. He died December 4, 1925.

At Pasadena, California, George Henry Frost married Jeannette Elizabeth Henderson, a native of Platteville, Wisconsin, daughter of C. M. Henderson, for thirty-two years a traveling salesman representing the New York firm of the Kiggins & Tooker Company, who died in Pasadena. To Mr. and Mrs. Frost were born three children: 1. Mary Elizabeth, wife of Walter M. Boadway; they the parents of two daughters: Patricia and Janice. 2. Dorothy M., the wife of George Franciscus, of Pasadena and they have one son: Mortimer George. 3. Edward Mortimer, born February 16, 1894, died May 14, 1915. Mrs. Frost and her two daughters survive Mr. Frost.

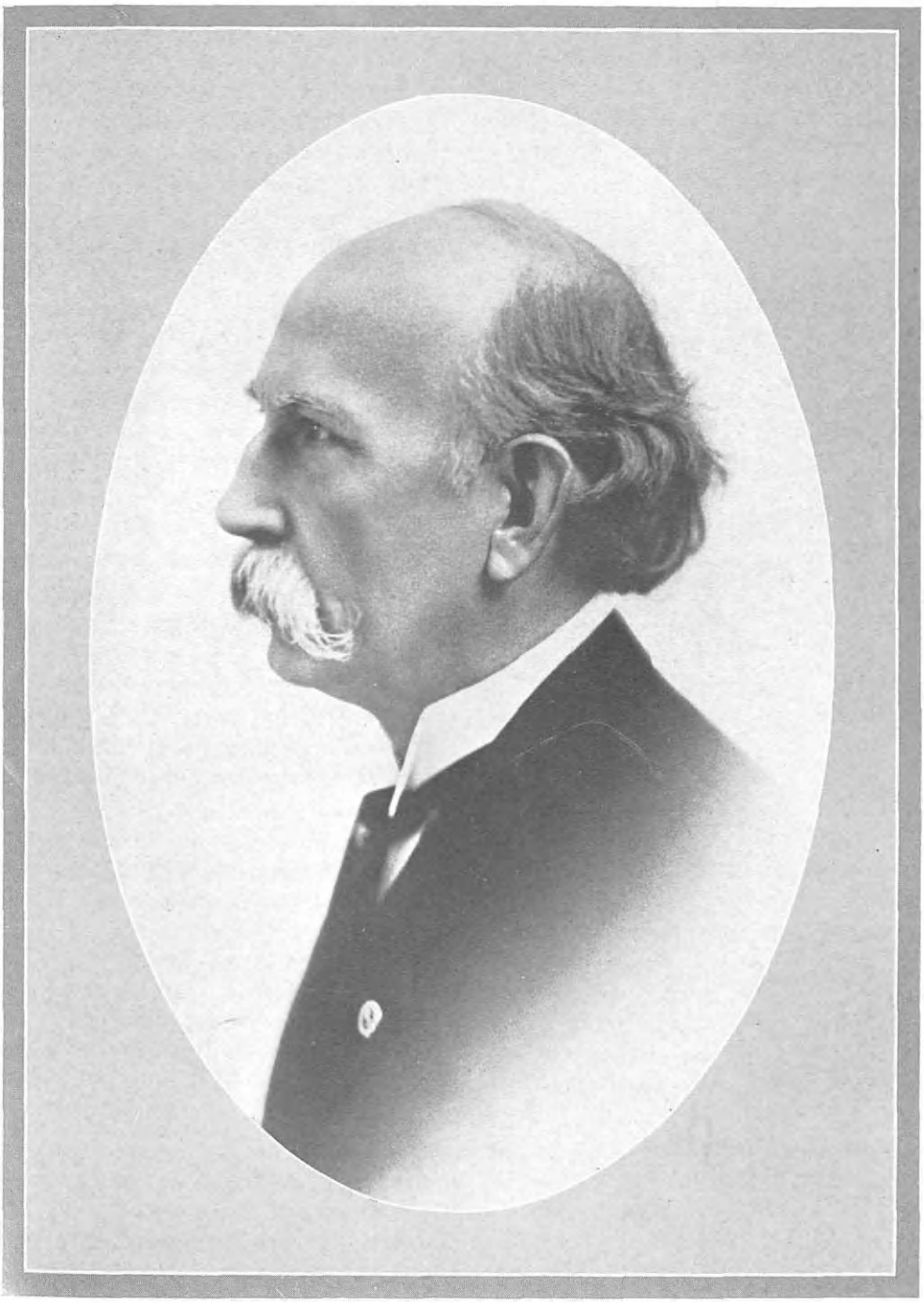
It is a refreshing experience for a man to live in an environment for which he is by nature so perfectly adapted as was George H. Frost to the new country of California, so rich in developmental possibilities. Possessed of foresight that was almost prophetic, he used all his influence to make those potentialities facts, and he thoroughly enjoyed the manifold activities in which he engaged for the sake of the community. He was brimming with life and optimism. His city was imbued with the same spirit. Hand in hand the two, with like-minded citizens, marched on with the progress of civilization.

JOHNSON, Edward Polk,

Lawyer, Editor, Historian, Political Leader.

High on the roster of Kentuckians known throughout the United States through achievements in various lines of public service is Edward Polk Johnson, who was a leader in his State in politics, in the press, and as a historian. Mr. Johnson was also a learned and able lawyer. He was formerly managing editor of the Louisville "Courier Journal," and held numerous public offices.

Edward Polk (E. Polk) Johnson, son of John DeJarnett Johnson and his wife, Evelyn (Quesenberry) Johnson, was born in Jefferson County, Kentucky, December 21, 1844. His father, born in Virginia, November 8, 1799, was a farmer, and died at the age of eighty-five. His mother was born September 8, 1807. The son was educated in a preparatory school, with a view to entering college. The Civil War interrupted his career, however, and at seventeen he enlisted in the Confederate Army. On detached service, he joined the forces under General Braxton Bragg in 1862, retreating with them in the rear guard, with the 1st Kentucky Cavalry. Honorably discharged soon after, he reënlisted in the 1st Kentucky Regiment, the youngest man in the regiment, in which he soon became corporal, then sergeant. Engaged in many bloody battles, the young soldier was often wounded and narrowly escaped death, being taken prisoner finally while lying on the field of battle, where his horse had been shot under him, and as he fell, lay on his rider until taken prisoner, and was held captive for fifteen months at Rock Island, Illinois. When exchanged, he went to Richmond, March 12, 1865, where he was given a leave of absence for a month and pay for a year. After Gen-



E. Polk Johnson

eral Lee's surrender, Sergeant Johnson made his way on foot to Charlotte, North Carolina, where he rejoined his company, whom he commanded in the absence of commissioned officers. Joining the other cavalry commands, his company accompanied President Davis and his cabinet to Washington, Georgia, where, on May 9, 1865, Sergeant Johnson surrendered the company.

The war over, he returned home and for a year worked on his father's farm. Soon he began the study of law and was admitted to the bar in 1869. His election, two years later, to the State Legislature started him on his public career, which was interspersed with newspaper work. About 1873 he joined the staff of the "Courier Journal," which he at various times afterward served as city editor, State editor, telegraph editor, editorial writer, and managing editor. At the same time he played an important part in State politics. He was for three terms assistant clerk of the Kentucky House of Representatives and for one term chief clerk. For five years he was public printer and binder by appointment, having refused the office of railroad commissioner offered him by Governor Buckner. He served as an alternate Presidential elector from the Fifth District in 1872, and in 1880 he was an alternate elector from the State-at-large.

His wide knowledge and fund of general information made Mr. Johnson invaluable as a public servant. He was made a special agent of the United States Treasury Department and served through several administrations. His duties took him to Europe, and he maintained headquarters in London, England. When finally recalled at his own request, he filled posts in Texas, Mexico, New Orleans, Seattle and Cincinnati. After an absence of twenty years, he found himself again in Kentucky. There he occupied himself with historical research and writing. Both his "History of Kentucky" and his "History of the First Kentucky Cavalry" are interesting and authoritative. Mr. Johnson was three times chosen vice-president of the Sons of the American Revolution, and twice president of the Kentucky Press Association. He was also twice elected commander of the George B. Eastin Camp, Confederate Veterans, in which he never lost interest. He had been awarded the Confederate Cross of Honor for meritorious service in the field and in battle. His many articles on current as well as historical subjects were published in papers throughout the country. Mr. Johnson died in Louisville, Kentucky, August 31, 1924.

Edward Polk Johnson married, February 27, 1866, in Jefferson County, Florence Taylor, of that county, daughter of Edward Gibson Taylor, who survives him as do two of their four children: Harry G. Johnson and Mrs. Florence Pickett Zorn.

A man of heroic mind, Edward Polk Johnson was a born leader of men. In battle he showed courage and initiative; off the battle field good judgment and the power to command men. In peace he commanded the minds of men and directed them toward liberal and progressive political ideals. His magnetic personality and his brilliant mind dominated a far wider circle of people than the many who knew him personally. His large influence he steadily used for public betterment.

LELAND, Frank Bruce,

Banker, Philanthropist.

One of the most powerful influences in the banking circles of Detroit, a former political figure of gubernatorial measure

and a philanthropist, whose zeal was born of a genuine love of his fellows, the late Frank Bruce Leland long filled a large place in Michigan life from its many and varied points of contact. He was one of those straightforward, upstanding, clear-thinking men, energized by a clean, wholesome life of dynamic force and ability, possessed of a magnetic personality, who created situations and with commendable ambition filled them with a finesse that was the admiration of those who knew. He accomplished much for the financial structure of the city of Detroit, and built upon well-laid foundations charitable and civic enterprises that are models of their kind both in form and government. The character of his benevolences lifted him above the plane of the mere benefactor to the place of the personally interested donor of his gifts.

Frank B. Leland was born on a farm near Holly, Oakland County, Michigan. His father, long prominently connected with the affairs of Rose County, Michigan, was noted as an astrologer. The son passed his early life on the parental farm of one hundred acres, which he afterward acquired for sentimental reasons. He began his education in a district school, and so eager was he to pursue his studies higher that he earned most of his way through the University of Michigan, from which he was graduated in the class of 1882. Following this, he took a two-year course in the University of Michigan Law School, and following his graduation and admission to the bar, he engaged in the practice of law at Flint, Michigan.

Shortly after Justice Charles D. Long, of Flint, was elected a member of the Michigan Supreme Court, he removed to Detroit, and he and Mr. Leland had offices together in the old McGraw Building, on Griswold Street, opposite the City Hall.

The general practice of law occupied Mr. Leland's attention until 1895, when he began to devote his time and energy to finance, becoming general counsel and later general manager of the National Loan and Investment Company. In 1901 he was the chief organizer of the United Savings Bank of Detroit, and was honored by election as its first president, holing that office until the time of his death. Associated with him in the establishment of this bank was former Governor Fred M. Warner, of Michigan, who was the bank's first vice-president. Mr. Leland continued to occupy the positions of president of both institutions until 1910, when he retired from the head of the United Savings Bank.

Mr. Leland's entrance into practical politics was made in the spring election of 1907, when he was elected a member of the Board of Regents of Michigan University for a full term of eight years. On account of his ability as a banker, he was made chairman of the finance committee of the board, an office which he held for fifteen years, and until his voluntary retirement from the position of regent in December, 1923. He had been reëlected for a second term in 1915 as chairman of the board's finance committee. Among other exacting responsibilities he had the duty virtually of placing the university trust funds in investments—and he never was known to have made an unwise investment of these moneys. During his entire sixteen years' tenure of the office of regent he was a persistently earnest advocate of what he was pleased to term an "open-door policy" for the university and for liberal financial support by the State. Apropos of this view he at one time said:

> More young men and women of Michigan seek their higher education outside of the commonwealth than the number who live in the State and

attend it (the university). The balance is with the outside schools, notwithstanding we have students at our university from every State and from many foreign countries. I believe in a policy of reciprocity which gives a university a cosmopolitanism, a necessary condition for advanced work.

In the last few years the fact that education is not only an asset in one's life but that it pays in dollars and cents has been emphasized particularly. In the World War it was demonstrated that private soldiers equipped with an education advanced more rapidly than others, and it appears in industry and every human endeavor that, other things being equal, the educated man moves up more rapidly.

In my years as regent the attendance at Ann Arbor has more than doubled. We have long been aware that the university buildings are becoming inadequate. True, the Legislature has usually complied with our requests for appropriations, but, realizing the demands of other institutions, we have restricted our requests to the least amounts with which we could struggle along. The buildings have been overcrowded for a long time. It has reached a point where relief must be afforded or the number of students that we can care for be limited. This, to my mind, would be a calamity.

Michigan, which was first in the country and which showed the way to become a university to all other institutions which have such, ought not to be permitted to fall from its high estate and become, instead of the great pride of the commonwealth, merely a memory of such pride.

Five years after Mr. Leland gave expression to his views as above, the State of Michigan had expended between $9,000,000 and $10,000,000 for new buildings at the university, wholly from revenues derived from the corporation tax laws, enacted in 1921. This fruitful result of Mr. Leland's championship of the extension cause was actually due to his great foresight and wisdom.

Mr. Leland, in 1916, was a candidate in the Republican primary for Governor of Michigan, and ran second only to Albert E. Sleeper, who received the nomination. In 1920 he was one of three Detroit Republicans who contested the nomination, which was won by Alexander J. Groesbeck. As a member of the Michigan National Guard, serving under Governor Warner, he was awarded the commission of colonel, and took much pleasure in this service.

Perhaps the chief delight which was Mr. Leland's came in connection with his study of the prevention and treatment of tuberculosis, which he pursued during many years of travel and research in America and Europe. He was the founder of the Leland Home for Crippled Children, and at his own expense he built and equipped the first open-air school in Michigan for children in the first stages of the disease of tuberculosis. He was also a leader in the movement for building and equipping the Detroit Sanatorium for the tubercular. He was one of the first to urge a farm colony for the tubercular. He had served as president of the (Michigan) State Association for the Prevention and Treatment of Tuberculosis, and of the Detroit Association of similar name and the same purpose. He was a member of the Michigan State Sanatorium for Tubercular at Howell for more than ten years.

Mr. Leland gratified his intense longing for travel and study by making extensive tours. In March, 1926, he returned to Detroit after a trip around the world. In his student days at the university he was an athlete out of the ordinary, and drew down coveted trophies in amateur contests. In his earlier years he indulged in his favorite recreation of mountain climbing. He was a member of the Detroit, the Country, the Old Club, and the American-Alpine Club. His college fraternity was Phi Kappa Phi.

Frank Bruce Leland married (first) Nellie Page, of Lansing, Michigan, by whom he had a daughter, now Mrs. Katherine

Worrell, who is the mother of three children. His first wife died some years ago, and he married (second) May 10, 1919, in New York City, Baroness Hedessa (von Daun) Wickett, a native of Russia, and the daughter of Count von Daun, who survives her husband.

Mr. Leland died at his home in Detroit, July 12, 1926, at the age of sixty-six. He had rounded out a life of remarkable usefulness to his State and the community where his interests were chiefly centered. He loved his home city of Detroit, her institutions and people with an ardency that sought to find its highest expression in the encompassing of relief of the unfortunate, especially those who have become incapacitated in whole or in part by disease. This man of great heart and consecrated purse reared his own monument—more enduring than bronze or stone—in the affections of his beneficiaries and the esteem of his contemporaries.

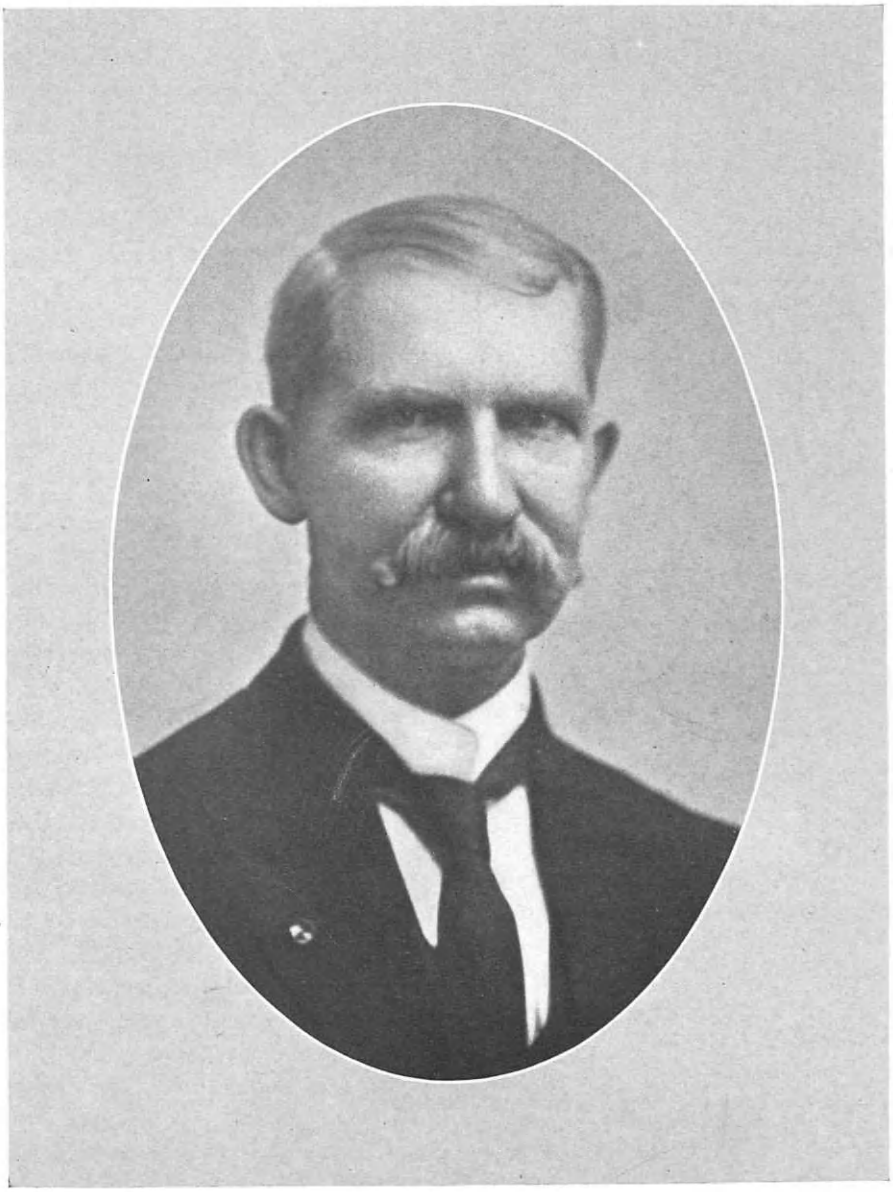
THOMAS, Captain Nelson Clark,

Civil War Veteran.

One of the most picturesque veterans of the Civil War, a participant in sixty-six of its battles, engagements, and skirmishes, an officer of the famous Michigan Cavalry Brigade commanded by General George A. Custer, of imperishable memory, the late Captain Nelson Clark Thomas was indeed a foremost soldier and patriot, and up to the very last always retained a deep and lively interest in his fellow-veterans. His active business years were successfully devoted to farming and to the lumber industry at Brighton and Pontiac, Michigan, and for a period of thirty years he was employed in the United States Railway Mail Service. The years of his retirement were passed in Detroit, Michigan, where his long, useful, and most eventful life came to an end on February 20, 1926, at the age of eighty-three years.

Nelson Clark Thomas was born in Dearborn, Michigan, on February 1, 1843, a son of Thomas A. Thomas, born in Detroit, Michigan, on January 18, 1813, and died there October 6, 1850, and his wife, Eliza Alcedona (Clark) Thomas, to whom he was married on January 18, 1842. The family, of Scotch-Irish descent, had removed to Detroit from New York State during the early pioneer days, and the grandfather of Captain Nelson C. Thomas, Alanson A. Thomas, was one of the first settlers to purchase land in Detroit at the nominal sum of from two to four dollars an acre. Thomas A. Thomas, father of Captain Thomas, was a brick manufacturer by vocation. The mother, Eliza Alcedona (Clark) Thomas, was born on December 25, 1819, and died on March 31, 1845.

Captain Nelson Clark Thomas was reared by his grandparents on the maternal side after the early death of his parents, and was educated in part at Woodruff's Mills, near Brighton, Michigan, and in part in New York State. As he approached manhood the Civil War broke out. Although but little more than a boy, he enlisted in Company B, 6th Michigan Cavalry, was soon made a sergeant, and then was promoted to quartermaster sergeant on April 1, 1863. He was twice wounded in action at Monterey Gap, Pennsylvania, the day after the battle of Gettysburg. In November of 1863, he was commissioned second lieutenant, promoted to first lieutenant on March 14, 1864, and commissioned captain on January 5, 1865. He was mustered out of Federal service at Fort Leavenworth, Kansas, on November 24, 1865. At Front Royal, Virginia, three horses were shot from under him. At the close of the war



Capt W. B. Thomas

his regiment was ordered to what is now the State of Montana, as a part of General P. E. Conners' expedition against the Indians in the Powder River and Big Horn sections of that country. Altogether the military service of Captain Nelson Clark Thomas constitutes an unusually unique war record, and it is one of which his family and friends are justly proud.

The war over, Captain Thomas became a farmer, lumber dealer, and railway mail employee, and in all of his business endeavors he evinced the same ability, efficiency, initiative and tirelessness that characterized his career in the army. He retired from active business in the year 1910, and lived quietly and comfortably in Detroit, Michigan, until his death in the early part of 1926. He was an active and interested member of the Grand Army of the Republic, and was a Past Commander of Detroit Post, No. 384. He also held membership in the Michigan Commandery of the Military Order of the Loyal Legion, being a Past Commander. At the age of twenty-three he joined the Free and Accepted Masons, and was the sole surviving member of the founders of Brighton Lodge, No. 247, of that fraternity. His wife, Mrs. Emma (Pierce) Thomas, was made mother of the Detroit Post of the Grand Army of the Republic on December 8, 1924, a distinguished and highly coveted honor, and she has proved to be a worthy post mother. Captain Thomas' political affiliation was with the Republican party, and the only time he failed to vote the Republican ticket in his entire adult life was for President Coolidge because of his veto of the pension bill.

Captain Nelson Clark Thomas was married (first), in 1867, to Emma A. Birge, of Brighton, Michigan, and they were the parents of five children, of whom but two survive: Ray A. Thomas, of Detroit, and Leo L. Thomas, of Portsmouth, Ohio, together with a grandson and a great-granddaughter. Following the death of his first wife in 1885, Captain Thomas was married (second), in 1887, to Mrs. Emma (Pierce) Sutherland, a daughter of Hiram and Wealthy Ann (Cobb) Pierce. Her father was a wagon manufacturer of Erie County, New York State. Mrs. Emma (Pierce-Sutherland) Thomas survives her husband and resides at her home on Stanton Avenue, Detroit, Michigan.

A gallant soldier and a fine gentleman, Captain Thomas belonged to the old school of Americans. He was courageous, loyal, highly intelligent, and deeply devoted to his native country and to the best interests and welfare of the several communities in which he successively made his home. To his children he was a tender and sympathetic father, a good comrade, and to his wife he was ever the friend, the lover, and the husband, who gave her a happy home and the most loving gratitude for her gentle care of him during the five long years of his illness before his death. His example was inspirational to the young men of the community. The following memorial to Captain Thomas was adopted at a meeting of Detroit Post, No. 384, Department of Michigan, Grand Army of the Republic, held at headquarters in the Grand Army Building in Detroit, on March 13, 1926:

Again taps have sounded for one of our loyal and esteemed comrades. On February 20th, 1926, Capt. Thomas set sail "O'er the Unknown Sea for the Unseen Shore"; and we shall miss him in our gatherings, for he was as constant an attendant as his health would permit and loved to be present with his comrades. We shall not forget his cordial entertainment and genial humor, nor the record of his service to his country. (*Note*: In the original

Memorial there follows at this point a resume of his life and military service, which is here omitted inasmuch as it has been previously recounted.) He joined Detroit Post by transfer from Post 147, Department of Michigan, July 28, 1902; was Senior Vice-Chancellor in 1916, and Commander in 1917. To his bereaved family we extend deep sympathy. For his faithful helpmate of nearly forty years, we have a most tender regard and have called her "mother of the Post" because of her kindly interest in our welfare; and we most sincerely hope that our sympathy may somewhat alleviate the sorrow which now is her burden.

JOHN DAVIS, Adjutant.

The Commandery of the State of Michigan of the Military Order of the Loyal Legion of the United States, also presented to the bereaved family a memorial to Past Commander Companion Captain Nelson Clark Thomas (6th Michigan Cavalry, Insignia No. 13,232), at a meeting held at headquarters in Detroit, Michigan, in March, 1926, as follows:

The Michigan Commandery mourn the loss of another Past Commander, a veteran member of the Custer Brigade in the Civil War, who rose from the ranks as Sergeant to become a Captain of the 6th Michigan Cavalry before the close of the war. *(Note:* there follows here biographical matter previously given.) The Michigan Commandery extend their sympathy to the family in their loss of our beloved Captain, whose record in the Civil War they may well be proud to inherit.

C. A. COOLIDGE, Recorder. H. B. LANDON, Commander.

Thus was born, and thus lived, fought, labored and died Captain Nelson Clark Thomas, a staunch patriot and a true and worthy American—than which no greater tribute can possibly be paid to the memory of any man.

GROHS, Philip A.,

Oil Magnate.

In the personnel of the oil-producing interests of the western part of the United States, the name of Philip A. Grohs was one of substantial and steadily increasing importance to that business, whether in the ownership and development of valuable properties, or in the agency and lesseeship of yet other properties for concerns of note. Mr. Grohs entertained no mere theories regarding the great industry in which he had made many prosperous ventures, but from the beginning of his career he had been a practical investigator and operator, and he was as expert in the labor of well drilling as he was in buying property and selling leases. A man of proven civic pride and worth, he was also a lover of his home and a respected member of his community.

Philip A. Grohs was born May 10, 1889, at Crystal Springs, North Dakota, son of Philip and Bertha (Eschelbach) Grohs, both born in Germany and coming to the United States early in life. Philip Grohs, Sr., who died in 1922, was a cement contractor and builder principally of railroad work in the Middle West, though he also operated to a very considerable extent on the Pacific Coast and in Los Angeles County, California.

After attending school for a while, Mr. Grohs entered upon the larger activities of experience at the early age of twelve years, when he began to do clerical work for his father in his construction operations. Upon the removal of the family to Los Angeles County in 1900, Mr. Grohs was employed by John Gilmore, a prominent contractor in that section, and then by the Union Oil Company, in the capacity of floor man, and afterwards as driller in various oil fields owned by that company. When oil was struck at Santa Fé Springs in 1921, Mr. Grohs bought and sold leases there with successful results, and from that time onward his rise was rapid; just previous to his death he was interested in a number of oil companies

Engr'd by Campbell N.Y.

Phil. A. Grohs

in Los Angeles County, as well as gold mines in Calaveras County and business and income properties in Whittier, California. He was a lessee of oil lands for the Standard Oil Company, and was a heavy owner in the Bellview Oil Sydicate and the Protective Oil Company; he was also proprietor of valuable walnut groves. During the last few years of his life he was very active in many business affairs, and accumulated property rapidly. He was a member of the Santa Fé Springs Chamber of Commerce; and in 1923 he built a very attractive Spanish bungalow at No. 522 Greenleaf Street, Whittier, California, where the family reside.

Mr. Grohs married, April 15, 1909, in Los Angeles, California, Hilda A. Kuban, daughter of Otto C. and Victoria (Faust) Kuban. Mr. Kuban, a native of Germany, where he was an artist of recognized ability, now resides at Laguna Beach, California, where he gives his time to the further development of his art. For many years he was employed by large concerns in Cleveland, Ohio, as a high-class interior decorator of some of the best homes in that city. Mrs. Grohs was born in Cleveland. Mr. and Mrs. Grohs were the parents of six children: Violet; Elvira; Leonard; Rowland and Ruth, twins; and Floyd.

Philip A. Grohs was drowned at Laguna Beach, California, May 30, 1925, while attempting to rescue his oldest daughter who, caught in a rip tide, was being carried out to sea. His brother Walter was also drowned in the attempted rescue; the daughter was saved by others. Walter Grohs, who was twenty-six years old, had served in the United States Navy on transport duty from 1917 to 1922, during the World War; his wife was Rose Kuban, a young sister of his brother's wife.

THURBER, Jefferson Gage,

Attorney-at-Law.

Successful management of important litigation and a magnetic personality brought renown to Jefferson Gage Thurber, an attorney of Detroit, Michigan, who was also associated with important real estate developments. He was born in Detroit, November 25, 1874, son of Jefferson M. and Mary (Leavington) Thurber. The father, at the advanced age of eighty-three, is still active in business in Detroit, where he is secretary and treasurer of Buhl Sons & Company after sixty-four years of association. His brother, Henry T., and uncle of J. G. Thurber, who died in 1904, was secretary to President Cleveland, and came from Monroe. The father is a man of genial humor, vital, optimistic, and magnetic, characteristics inherited by the son.

Jefferson G. Thurber attended the Detroit public schools and Central High School, and graduated from the University of Michigan with the degree of Bachelor of Arts in 1899. After specializing there in the study of foreign languages, French, German and Italian, he entered the People's State Savings Bank in 1900 for a two-year connection. Having by this time determined on the law as a profession, Mr. Thurber studied that subject at the Detroit College of Law, graduating in 1904. For twenty-one years he practiced law in Detroit, beginning in a law office of his own in the Moffatt Building, and in 1910 moving to the quarters he occupied for the rest of his professional life in the Ford Building. His practice was general and covered every variety of important litigation. He also dealt extensively, in association with his father, in real estate operations, including the important subdivision known as Thurberland Drive, near Mount Clemens. He

was sole owner and president of the Thurber Land Company, the Mead Land Company, and Thurberland Drive. In June, 1925, he financed and erected the Baltimore and Cass Garage, located half a minute's distance from the General Motors Building.

In addition to his preoccupation with his own large affairs, Mr. Thurber found pleasure in looking after the interests of others, including those of his father, his aunt, and his cousins, for whom he was guardian. During the World War he contributed generously to patriotic and welfare drives, and he was the sort of man to whom reformers and civic workers came for aid and advice, sure of an enthusiastic welcome and constructive assistance. His professional affiliations were with the Michigan Bar and the Detroit Bar associations, as well as the Lawyers' Club. The Detroit Athletic and the Michigan Alumni Association offered him social relaxation. Motoring, fishing, reading, and his home and family were his happiest recreational activities. He was a communicant of the First Presbyterian Church for many years, then of the Grosse Pointe Memorial Presbyterian Church. Mr. Thurber died of pneumonia on January 13, 1926.

Jefferson Gage Thurber married, in Detroit, on May 25, 1911, Adelaide Symington, daughter of Campbell and Adelaide (McBean) Symington, both residents of Detroit, where the father was a partner of J. L. Hudson. To Mr. and Mrs. Thurber was born a daughter, Mary Symington.

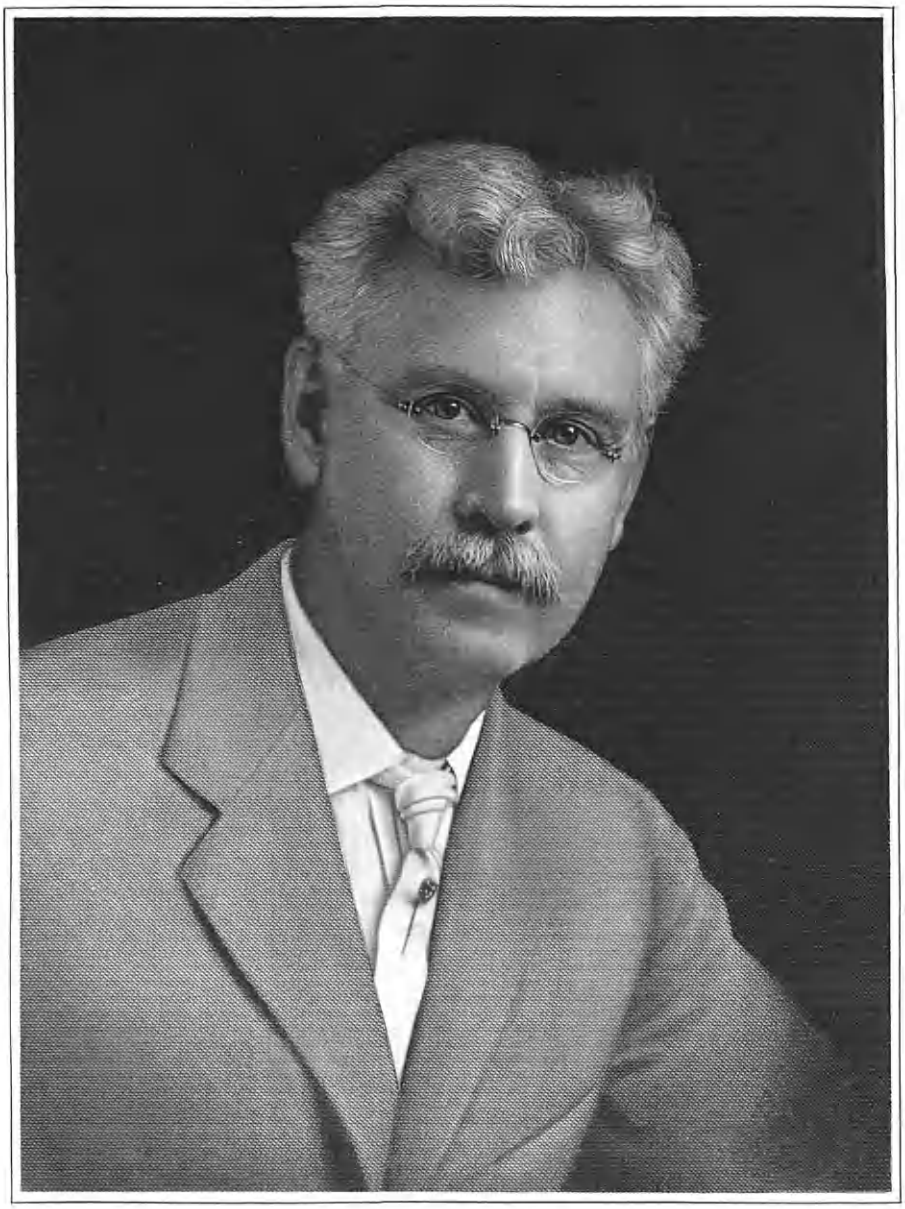
To some men of generous and altruistic spirit come large social and civic responsibilities. Known to be discerning, well-balanced, and broad-gauged, they are called on to aid individuals and the community. To such a group belonged Mr. Thurber, an excellent lawyer, a kindly and human gentleman, who spent himself lavishly for the benefit of others. He was sincere, straightforward, and unpretentious, methodical in every move he made, and loyal to his duties and his friends. One of them described him as "full of his droll humor, gay spirits, and the joy of living," and fifty years were not long enough to span the friendships he formed. He was a devoted husband and a careful and loving father, a loyal churchman and citizen.

GROUT, Charles Bismarck,

Automobile Manufacturer.

All praise is due to those intrepid souls who have fostered the mechanical arts upon which our twentieth century luxury rests. Surely the automotive industry leads, in both commercial and private life, those inventions which have been perfected within this generation. Charles Bismarck Grout, who early after its inception perceived the vast possibilities for the gas-propelled vehicle, may be said to have been one of the pioneers who ventured much upon the future of this then radical innovation. That this faith was well founded, a thought of the dependence placed upon this method of transportation in modern life will conclusively certify.

Charles Bismarck Grout was born at Lexington, Massachusetts, on May 9, 1871, and died June 15, 1915. He was the son of William Lewis and Ellen Harriet (Hemenway) Grout. The father, descended from an old English (Welsh) family through Sir Richard Groutte, the paternal ancestor of the American branch, who settled in Boston during the early days of the colonization period, was, during his later life, a well-known manufacturer of sewing machines at Orange, Massachusetts. He was born on May 21,



Geo. W. Whitfield

1836, and died at the completion of man's allotted span, on April 15, 1906. It was undoubtedly from his father that Charles Bismarck Grout inherited that mechanical bent which was the cause of his later success in that field.

Charles Bismarck Grout received his preliminary education in the Orange High School, after he had completed the grade courses in the public schools of Orange, Massachusetts. He then entered Hinman's Business College, from which he was graduated on June 21 with the class of 1889.

After a number of years spent in familiarizing himself with business methods, in 1898, at Orange, Massachusetts, Mr. Grout entered that business which later resolved itself into a factory, the first in the United States devoted exclusively to the manufacture of automobiles. It seems now impossible that he should have foreseen the tremendous expansion which this industry would undergo, yet credit is more than due the courage which prompted so decisive a step in that early and precarious experimental period. Mr. Grout entered and won, either personally or with machines of his manufacture, many hill-climbing and endurance tests for motor vehicles, accumulating a large collection of trophies by these victories. He was affiliated with the Benevolent and Protective Order of Elks.

Charles Bismarck Grout was married, at Athol, Massachusetts, on June 29, 1892, to Minnie A. Woodward, the daughter of Charles W. Woodward, a prominent contractor in that city. No children were born of this union.

WHITEFIELD, George Whitefield. M. D., D. D. S.,

Dental Surgeon.

Well known throughout the United States for his progressiveness and efficiency in the dental profession, George Whitefield Whitefield was a pioneer dentist in Chicago, Illinois, and ranked high in his profession. He was born at Northampton, Massachusetts, September 30, 1855, son of John and Martha (Cemp) Whitefield, and a descendant of the Rev. George Whitefield, the noted English Methodist evangelist. The Whitefield family have been seated in County Dorset, England, since the sixteenth century, and many descendants have distinguished themselves since that time. The arms of the family are as follows:

Arms—Sable, five fusils in bend, between six crosses crosslet or.

John Whitefield, who had been a Methodist preacher in England, came to the United States in 1851 in the interests of abolition of slavery.

George W. Whitefield moved with his family to Aurora, Illinois, in his boyhood, and there received his grammar and high school education. His dental and medical training he acquired simultaneously, riding long miles to each college to attend classes; and he received the degree of Doctor of Dental Surgery from the Chicago Dental College in 1885, and that of Doctor of Medicine from Rush Medical College in 1886.

Dr. Whitefield devoted most of the years of his long life to the practice of his profession in Evanston, and lessened his activities only during the later years of his life because of ill health. Unusually progressive, he experimented on the transplantation of teeth and claimed success in fifty per cent of his cases. He also spent years of study and work on an oxygen process for the treatment of pyorrhea. He was liberal in giving the benefit of his experience and research to others, whom he educated by speeches at dental conventions, by papers for dental

magazines, and by lectures in the colleges with which he was connected. He held the chair of dental pathology in the American Dental College, that of electrical therapeutics in the dental department of Northwestern University, and was for some time aural surgeon at the Protestant Orphan Asylum. He was assistant surgeon under the celebrated Dr. Gunn before the death of Dr. Gunn in 1887. Dr. Whitefield was the inventor of several important instruments now in general use in connection with electrotherapy. He was a delegate to the ninth International Medical Congress. His particularly important published articles were: A paper known as "Sensation," read some thirty-five years ago before the Washington Dental Congress and one on "Soft Teeth and Galvanic Action Between Gold and Baser Metals" and "Conservative methods of Treatment of Fractures of the Anterior Teeth," which was read before the World's Columbian Dental Congress at Chicago, Illinois, August 17-18, 1893. Dr. Whitefield was a member of the North Shore Dental Society and the Chicago Dental Society.

Ill health necessitated his abandoning his profession for a time and entering business. As vice-president of a company operating in the tropics he resided for a time in the South, where he regained his health sufficiently to return to dentistry in 1903. He was vice-president of the American Fruit and Transportation Company, and a director of the Rio Bonito Company. One of Dr. Whitefield's most interesting and most successful experiments came as a result of his residence in Daytona, Florida, in 1907, where he saw for the first time some thin-shelled pecans. Because he liked them so well he believed a large group of buyers would also. He determined to try out a plant of growing an orchard on a Southern plantation and picked out forty acres in Yazoo County, twenty miles from Yazoo City, Mississippi. Because hickory nuts grew well there, he assumed pecans would also thrive. He then entered the employ of a nursery man in south Mississippi and learned how to graft and care for trees, actually donning overalls and working side by side with the Swedish day laborers. He then purchased fifty additional acres and started his orchard. People who had laughed at him as a "dreamer" began to admire him when the nut crops came in: One hundred pounds in 1917; seven hundred pounds in 1918, and 2,200 pounds in 1919. The nuts are of a fine quality and much in demand at high prices in Northern markets. Dr. Whitefield by this project not only gave himself profit and great pleasure, for he loved this out-of-door enterprise, but he suggested to a whole region a new and lucrative industry. His final work for the enterprise he loved was the invention of a nut grater. Among his other activities might be listed five years of service in Company D, 3d Illinois National Guard; membership in the University Club of Evanston; and charter membership in the Evanston Boat Club. He was a communicant of St. Mark's Episcopal Church in Evanston. Dr. Whitefield passed away on October 15, 1925, at Evanston, in his seventieth year.

Dr. Whitefield married, on January 31, 1895, in Evanston, Fannie Comstock, daughter of Charles and Julia (Sprague) Comstock. Charles Comstock was one of the most prominent business men in Chicago, to which he had gone from his home in Camden, New York, in 1861, at the age of forty-seven, as Western agent for the Onondaga Salt Company, of which he was a stockholder. He was associated with the Chicago Board of

Trade, and when he died in 1895, was the oldest member but one of that body. He was for five years president of the Traders' Insurance Company, and a pioneer resident of Evanston, in whose development he greatly aided. Mrs. Comstock died in 1901. The family is of old English stock and their ancestors were among the early New England colonists. Dr. and Mrs. Whitefield were the parents of a daughter, Julia Sprague Whitefield.

It is difficult to over-estimate the value not only to his community, but to his profession and to the nation of a man like Dr. Whitefield. He raised dentistry to the dignity of the medical profession, insisting that it demanded the same thorough preparation, the same continuous study, the same well-rounded knowledge of human anatomy as that more general science. He practiced what he preached, and he taught other young dentists to do so. Furthermore, he brought his original and inventive mind to bear on dental problems, and his discoveries were based on accurate scientific knowledge. He was broadly philanthropic in his humanitarianism, and society at large profited by his achievements.

VAN NOSTRAND, Alonzo Gifford,

Executive and Art Patron.

To the versatility of its sons, does America owe its distinctive genius of life and culture manifold in its channels of expression and its varied and widely differentiated accomplishments. Alonzo Gifford Van Nostrand stands preëminent among those who combined in one full-flowered make-up, the mind of the artist with its appreciation of all the finest and fairest, and the brain of the executive and industrialist who achieved in the world of active affairs. Unusual in the diversity of his interests and accomplishments, Mr. Van Nostrand has left an impress upon the life of his community and upon this high era of American cultural pursuits and artistic appreciation.

The old Dutch family of Van Nostrand connected so closely with the early history of New Netherlands had for its progenitor one Jacob Jansen, who came to the shores of America in 1638 from Noorstraat or Noorstrandt in the duchy of Holstein, Holland, settling first at Rensselaerwyck, later at Half Moon on the Hudson. Since others in the colony were surnamed Jansen, the children of Jacob Jansen assumed as patronymic the name of their father's birthplace as a distinguishing designation variously spelled van Noordstraat or Van Noordstrandt, later to become Van Nostrand. Aaron Jansen, son of Jacob, moved to Flatbush, Long Island, where his name appears on the assessment roll in 1693. From this time on the Van Nostrand family were intimately associated with the history and identified with the growth of Long Island, members of it appearing in many localities, among them Brooklyn, Jamaica and most especially the old town of Hempstead. Many, too, were the intermarriages with the old families of Holland whose names have been carried into the annals of New Netherlands, and whose traditions of Dutch integrity, respect for law, and liberality of thought always come clearly to mind when the staunch colonists of New Netherlands are mentioned. The life of the Van Nostrands was thus closely interwoven with the Ryersons, the Hewletts, the Brinckerhoffs and Van Steinwycks of early name and fame. Of this line and eighth in descent from Jacob Jansen was Alonzo Gifford Van Nostrand. Hon. William Treadwell Van Nostrand, father of Alonzo Gifford, born at Hempstead, Long Island, was closely connected with busi-

ness interests in Brooklyn, New York, and Boston, Massachusetts, in which two cities he consecutively resided and became a well-known, successful brewer whose keen executive ability and business finesse laid the foundation of the Van Nostrand fortune. He married in Boston, Mehetable Bradlee, of old New England family.

Alonzo Gifford Van Nostrand, son of Hon. William Treadwell and Mehetable (Bradlee) Van Nostrand, was born in Brooklyn, New York, July 4, 1854. His parents, however, removed to Boston, Massachusetts, when he was but a small child, and it was in the public elementary schools of that latter city that his early education was obtained. This was followed by a course in the English High School. At eighteen years of age, in 1872, he took his first position in the employ of his father in the Bunker Hill Brewery, starting as was thought best for his future usefulness, in a place at the bottom that he might learn the business in all its details. From one position to another, from one department to the next, he was promoted through the course of the next few years. He understood each branch of the business, he became conversant with all its problems, and was made wise to guide its policies. Finally a partnership was accorded him and subsequently he purchased the entire concern. One of the oldest breweries of New England, the Bunker Hill Brewery was founded in 1821. With traditional New England appreciation of the worthwhileness of much of the past's contribution it preserved even while it improved and advanced. Upon its building, dedicated indeed, to industrial pursuit, there was yet an enduring work of art, a beautiful cupola containing a clock and bells. Designed and carried to completion by the noted architect Thomas Bulfinch, this cupola once crowned the Boylston Market in Boston. It next graced this brewery building, whose owner, Mr. Van Nostrand, was a man ever foremost in his appreciation of the beautiful. When the passing of the prohibition law closed Mr. Van Nostrand's active and successful business life the beautiful clock tower still adorned the brewery building. Shortly before his death, however, he gave this fine architectural embellishment with its clock and bells to the Calvary Methodist Church in Arlington, Massachusetts. This tower with all its history seems almost typical of the man whose possession it was, for, indeed, crowning his life of keen business plan and scope was his sweeping appreciation of the fine and artistic.

On the one hand all that was progressive in civic and commercial life engaged Mr. Van Nostrand's attention. Mr. Van Nostrand took a leading and influential part in the business life and civic affairs of Boston. He was president of the English High School Association from 1910 to 1915; a member of the Boston Chamber of Commerce; of the Ancient and Honorable Artillery Company; and of the Bostonian Society. His clubs included among others, the Merchant Club, the Boston Art Club, the Eastern Yacht Club, the Athletic Club, and the Sphinx Club.

On the other side this man of solid accomplishment was connoisseur and patron of arts, not in the spirit of the dilettante, but with the wisdom of the man of achievement. With expert appreciation and keen, critical judgment to back his choice, he became a collector whose art objects and pictures added to the store of American treasures. His residence in Beacon Street, Boston, was known for its beautiful collections. In 1912 he built a mansion home and laid out a handsome estate in Fair Haven, Massachusetts,

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Frank E. Harris

later acquiring, in addition, the Church estate and extending and expanding the beautiful gardens. This Fair Haven residence, used also as a summer home, contained superlative examples of European and American painting and sculpture. Here he added a large art gallery, where the accumulation of years and of careful and devoted selection could be fittingly housed. In addition the Jonathan Buttrick estate, situated at the corner of Church and Main streets, contained numerous specimens of the best in picture and marble. As would seem natural to so highly developed a sense of the fine and rare, appreciation of literature, too, was Mr. Van Nostrand's, and he owned a fine library. His pleasures and recreations thus lay in the realm of the arts and such closely accompanying pursuits as the finding and accumulating of his collections called forth. He was a music lover as well as art expert, and found joy in both foreign and homeland travel.

Alonzo Gifford Van Nostrand married (first), in Malden, Massachusetts, October 12, 1885, Gertrude G. Foque, who died April 21, 1905. She was a daughter of Theodore Narcisse and Phebe Susan (Dyke) Foque. Of this marriage one son, William Theodore, was born. Mr. Van Nostrand married (second), in Fair Haven, Massachusetts, August 10, 1907, Mrs. Jane Bradford (Eldridge) Taylor, widow of George F. Taylor. On the paternal side is old Colonial ancestry; the maternal traces its direct descent to Governor Bradford, "Mayflower" Pilgrim, to whose wisdom and integrity America owes so great a debt.

Alonzo Gifford Van Nostrand's death occurred at the Vanderbilt Hotel, New York City, November 5, 1923, and he was carried back to Massachusetts to be placed to rest in Woodlawn Cemetery.

To this varied life was granted powers to know and do and perceive far beyond the reach of the ordinary human capacity. Practical, yet with keen vision for the artistic, he left behind testimonials to himself it is true, but what is finer, accrued benefits for mankind's education and profit, an everlasting gift, for, indeed,

> A thing of beauty is a joy forever
> Its loveliness increases; it will never
> pass into nothingness.

HARRIS, Frank Ernest,

Manufacturer.

The founder of and the principal figure in the development of a successful enterprise, credited to and a resultant of his devotion to the establishing of the present Frank E. Harris Company, in Binghamton, New York, was Frank E. Harris. The superior character, straightforward purpose, and upright life of Frank E. Harris obtained for him a realm of friends and a prominent position in both commercial and civic activities. He was a son of Elmer D. and Mary J. (Geer) Harris, his father a native of Pennsylvania, and a salesman in business connections.

Frank E. Harris was born in Jersey Shore, Pennsylvania, January 21, 1867, and obtained his education in the public schools of Whitney Point, Broome County, New York. Upon leaving high school he became a salesman for Mosher Brothers, of Utica, New York, wholesale dealers in spices, until 1889, when he ventured independently to manufacture flavoring extracts on a modest scale. The high quality of his products caused an increase in demand and necessitated larger quarters when the third location for the business was sought and obtained in the Eitepenc Building on State Street, Binghamton, New York. This was the

home of the enterprise in 1912, when Mr. Harris was overtaken by his fatal illness just as greater progress was prospective.

Upon the death of her husband, February 1, 1912, Mrs. Harris took over the management of the business, which was incorporated with her as president, and Clifford G. Harris, her son, as secretary and treasurer. In 1913 a ten-year lease was contracted for on the second, third and basement floors of the Stack Building. In the fall of 1922 the Harris Extract Company was moved to a new home, the finest structure in the United States devoted exclusively to the manufacture of flavoring extracts, every modern device for increased production and cleanliness having been installed. The success of the business is attributed to its founder, Frank E. Harris, together with the efficiency of his successors.

Mr. Harris was a director of the People's Bank, also the Young Men's Christian Association, a member of the Binghamton Club, Chamber of Commerce, and an interested and active participant in civic affairs. He held the thirty-second degree in the Masonic Order, being a member of Otseningo Consistory; was Past Master of his lodge, a member of the Chapter and Commandery, and one of the founders of Kalurah Temple, Ancient Arabic Order Nobles of the Mystic Shrine, in whose work he was very active and of which he was Potentate. He was a member of the First Congregational Church.

Mr. Harris married, in 1886, Carrie B. Goodale, of Marathon, New York, daughter of George W. and Frances A. (Hulslander) Goodale. George W. Goodale was born May 20, 1823, and spent his active years in New York State, where his death occurred January 28, 1889. Frances A. (Hulslander) Goodale was born February 19, 1842, and died August 30, 1907. Mrs. Harris survives her husband with four children: 1. Clifford George, who was born December 9, 1888, in Binghamton, New York. He received his education in the public schools of Binghamton, and graduated from Eastman Business College in 1908. He has, since his father's death, managed the Harris Extract Company, of which he is now secretary and treasurer. He is a member of the Binghamton Club; Otseningo Lodge, Free and Accepted Masons; Kalurah Temple, Ancient Arabic Order Nobles of the Mystic Shrine; and the Chamber of Commerce. In 1909 he married Cora December Inderlied, in New York City. Barbara Elizabeth is their daughter, born November 24, 1923. 2. Robert Elmer, who was born April 20, 1893. He received his education in the public schools of Binghamton, studied three years at Lawrenceville, and from there completed the course and graduated from Eastman Business College. During the World War Robert E. Harris served with the rank of regimental sergeant-major in the 1st Pioneer Infantry in the American Expeditionary Forces, and was with the first regiment to enter Germany after the signing of the Armistice. Previous to and following the war he had been affiliated with the Frank E. Harris Company as a stockholder and salesman. He is a member of the Binghamton Club; American Legion; Blue Lodge, and Otseningo Chapter, Free and Accepted Masons; also the Consistory, thirty-second degree; the Temple, Ancient Arabic Order Nobles of the Mystic Shrine; and an active member in the Legion of Honor. In 1921 he married Helen Louise Craver, in Binghamton, New York. Marie Louise, born January 17, 1924, and Frank Ernest, born May 14, 1926, are their children. 3. Norma Beatrice, who was born July 14, 1895, in

Binghamton, New York. From grammar schools she was educated in the private schools of Binghamton, and graduated in 1913 from The Lady Jane Grey School. The following year she completed a post-graduate course at the Emma Willard School, of Troy, New York. In 1918, she married Karl Van Ness Brass, in Binghamton, New York. Marjorie Beatrice, born December 24, 1919, and Robert Van Ness, born April 19, 1921, are their children. 4. Gladys Dorothy was born January 25, 1900. After public schooling in Binghamton she entered The Maderia School in Washington, District of Columbia; later she entered the Knox School at Cooperstown, from which she graduated in 1921. Her marriage took place in Binghamton, New York, to Stuart Maitland English, in 1925, after which they resided in Penn Yan, New York.

GOODNOW, Frank Edward,

Electrical Engineer.

In the roster of electrical engineers in this country, the name of Frank Edward Goodnow, chief of the engineering staff of the Public Service Company of Northern Illinois, of Chicago, ranked among the foremost. Possessed of native ability along scientific lines, he was highly trained and broadly experienced. Success came to him early in his professional career, and an ever-growing reputation attended his steady progress.

Frank Edward Goodnow was born Novembr 6, 1883, at North Adams, Massachusetts, son of Frank Lincoln and Rosabel (Hathaway) Goodnow. The son was liberally educated in the public schools and at Massachusetts Institute of Technology, in Boston, from the electrical engineering department of which he was graduated in 1908. Most of his professional years were spent in association with the Public Service Company of Northern Illinois. Beginning in the operating department, he gave evidence throughout several years of various duties of his ability and dependableness, characteristics which won for him promotion to the office of engineer of design, and later to that of chief engineer. As his reputation for engineering knowledge spread, he was appointed to Mayor Dever's radio commission and sent to Europe to make a study of electrical and radio development in that country. At the time of his early death, May 27, 1926, when he was forty-three years old, he was forging ahead rapidly as one of the best-known of the mid-western engineers.

Mr. Goodnow was a member of the Western Society of Engineers, and an executive committeeman in the American Institute of Electrical Engineers; member of the Chicago Engineers' Club; the National Electric Light Association, and the Theta Chi Fraternity. He was a member of Joliet Lodge, Free and Accepted Masons. His religious affiliation was with the Congregational Church.

Frank Edward Goodnow married, on June 1, 1918, in Evanston, Illinois, Edith Chase, daughter of William and Ann Elizabeth Chase. Mrs. Goodnow survives her husband, as do their sons: 1. William Edward, Jr., born February 7, 1920, in Evanston. 2. Frank Alan, born December 14, 1923, in Evanston.

To Mr. Goodnow belonged that higher order of intelligence granted to scientists. He was devoted to radio and electrical research, filled with an impersonal ambition to discover as many of their secrets as might be for the benefit of his fellowmen, and disclosing his findings with an exactitude and completeness which enhanced their value. His performance of his professional duties was inspired and

benefited his company and the public it served. Among his friends and in his home he was thoughtful, kindly, generous and loyal. To him apply the words of Henry Van Dyke:

Four things a man must learn to do
If he would keep his record true;
To think without confusion clearly,
To love his fellow men sincerely;
To act from honest motives purely;
To trust in God and Heaven securely.

WHIPPLE, Frank Sedgewick,

Business Man.

The Whipple family is a numerous one, especially throughout New Hampshire, Massachusetts, and Rhode Island, and in some of its branches certainly an influential one—intellectual, industrious, self-respecting and patriotic. Typical of the fine traditions of the line in Amherst, Massachusetts, is Frank Sedgewick Whipple, of this review. A brief account of the family runs as follows:

(I) Captain John Whipple was born in England in 1617, lived in Dorchester, Massachusetts, in 1632, and moved to Rhode Island in 1658 where he served as deputy from 1666 to 1677. His wife's name was Sarah, surname unknown, and they had eleven children. John Whipple died in 1685.

(II) Benjamin Whipple, son of Captain John and Sarah Whipple, was born in 1659, and died March 11, 1704. He married Ruth Matheson, in 1686. They lived at Providence, and had six children, among whom was Benjamin, of further mention.

(III) Benjamin Whipple, son of Benjamin and Ruth (Matheson) Whipple, was born in Providence, November 11, 1688. He married (first) Tamar Comis; (second) Sarah Birron; (third) Esther Willis.

(IV) Daniel Whipple, son of Benjamin Whipple, was born September 7, 1728, and died in 1799. He lived on Fruit Hill, North Providence. He married, in 1757, Abigail Cowan, and they had four children: 1. Ezekiel. 2. Sarah. 3. Richard, of further mention. 4. David.

(V) Richard Whipple, son of Daniel and Abigail (Cowan) Whipple, was born in Rhode Island, June 12, 1765. He married a woman by the Christian name of Mary. Their children were: 1. Sally, born in 1791. 2. Asia, born in 1792. 3. John R., born in 1794. 4. Daniel Sheldon, of further mention. 5. Lydia, born in 1798. 6. Richard C., born in 1800. 7. Mary P., born in 1802. 8. Eliza, born in 1804. 9. Susan R., born in 1806. 10. Richard, born in 1809. 11. Lydia, born in 1811.

(VI) Daniel Sheldon Whipple, son of Richard and Mary Whipple, was born in Rhode Island, July 27, 1796, and died in Brooklyn, New York, December 16, 1855. In early life he moved to Massachusetts, where he conducted a general store for some time at Southampton; he later became postmaster there. He next bought a tavern at Locks Village, and moved from there to Sunderland, where he again entered business as a general merchant. His store burned out in 1848 and he then moved to Brooklyn, New York, and there conducted an oyster house and restaurant to the time of his death. He married (first) Lorinda Butterfield; (second), May 31, 1832, Adeline Lock, born in Wendell, Massachusetts, February 25, 1812, died in Montague, Massachusetts, November 27, 1893. The child of the first marriage was Daniel, while through the second marriage were the following children: Elkanah Baker, born April 21, 1833; Lorinda, born September 29, 1836; Richard Sheldon, of further mention; and Seth Lysander, born November 21, 1843.

(VII) Richard Sheldon Whipple, son of Daniel Sheldon and Adeline (Lock)

F. S. Whipple

Whipple, was born in Sunderland, June 26, 1840, and is still (1926) living in Amherst. He attended schools in Southampton, Locks Pond, and Brooklyn, and came, upon his father's death, with his mother to Leverett, Massachusetts. As a young man he worked on the farm at North Leverett and Montague, and enlisted from there for service in the Civil War in June, 1861. He was a member of Company G, 10th Massachusetts Volunteer Infantry, and was honorably discharged on June 21, 1864, after having participated, as a member of the Army of the Potomac, in the battles of Fair Oaks, Antietam, Fredericksburg, Spottsylvania, the Wilderness, Cold Harbor, and Gettysburg. He was with the Balloon Corps, serving with Professor Lowe for three months on the balloon used for observation at Washington. He was wounded twice in three years of active service. After the war Mr. Whipple worked as salesman in various stores in New York until 1867, when he returned to Massachusetts, where he assisted in the building of the dam at Turners Falls. Upon the completion of this project he began farming near Montague, and from there moved to Halifax, Vermont, where he lived three years and then moved to Leverett, where he resided for a time before he moved to Brooklyn, New York. Here he was a street car conductor for five years, at the time when all of the Brooklyn street cars were drawn by horse. Then came to him again the urge of the land, and he returned to Montague, where he farmed during the next sixteen years. He retired in 1902, and made his home in Amherst, where he resided until his death, April 11, 1926. Mr. Whipple was a member of Armstrong Post, of Montague, and of the E. M. Stanton Post, of Amherst, Grand Army of the Republic. He is a member of the Baptist Church.

Mr. Whipple married, March 1, 1868, Leonora Hall, born in West Wardsboro, Vermont, in 1848, died July 4, 1922. She was the daughter of Joseph and Rhoda (Farnsworth) Hall. Their children were: 1. Frank Sedgewick, of further mention. 2. Hattie, who married Clement Smith, since deceased; their children are: Walter and Clarence. 3. Lottie, married William Lane, of Boston, and they have two children: Alice and Richard. 4. Clara. 5. Walter, who married Viola Klaus, of Brooklyn, New York. 6. Clinton, who married Nettie Avnaud, of Marlboro, who has three children: Doris, Marion and Beatrice. 7. Harry, of California, who married Ida Veits, of Kansas. 8. Mary Gladys, who married Homer Watts, of Amherst, and has three children: Estelle, Edith and Harold.

(VIII) Frank Sedgewick Whipple, son of Richard Sheldon and Leonora (Hall) Whipple, was born in North Leverett, Massachusetts, January 9, 1869, and educated in the schools of Leverett and Montague. He came to Amherst, Massachusetts, in December, 1896, and bought the ice business of Frank A. Cadwell, with its ponds, ice houses, and all other features belonging to the business, and he has since greatly enlarged the business, adding, for instance, the sale of wood to the other wares, the business dealt in. In addition to his business at Amherst, Mr. Whipple also conducts several farms on which he carries on extensive general farming. He attends the Congregational Church, and is a member of Amherst Lodge, Independent Order of Odd Fellows, and the Improved Order of Red Men.

Mr. Whipple married, November 14, 1901, Jennie Isabella Norton, daughter of Ellsworth and Elizabeth (Turner) Norton, of Centerbrook, Connecticut. Their children are: 1. Frank N., born January 23, 1904; was graduated from the Am-

herst High School and then studied forestry in the New York State Ranger School and graduated in 1925. 2. Grace Marguerite, born September 7, 1905; graduated from the high school in 1924, and attended Southern Seminary of Buena Vista, Virginia, and entered Pratt Institute, in 1926, in Brooklyn, New York. 3. Ellen Fidelia, born August 5, 1906; graduated from Amherst High School in 1925; entered Chandler Secretarial School, of Boston, in 1926. On October 14, 1925, Mr. Whipple sold his city property on Pleasant Street, Amherst, to the James Library Association.

DARNELL, William Sharp,

Lawyer.

Arms—Azure, two bars between six mascles or, three in chief, two in fesse, one in base.

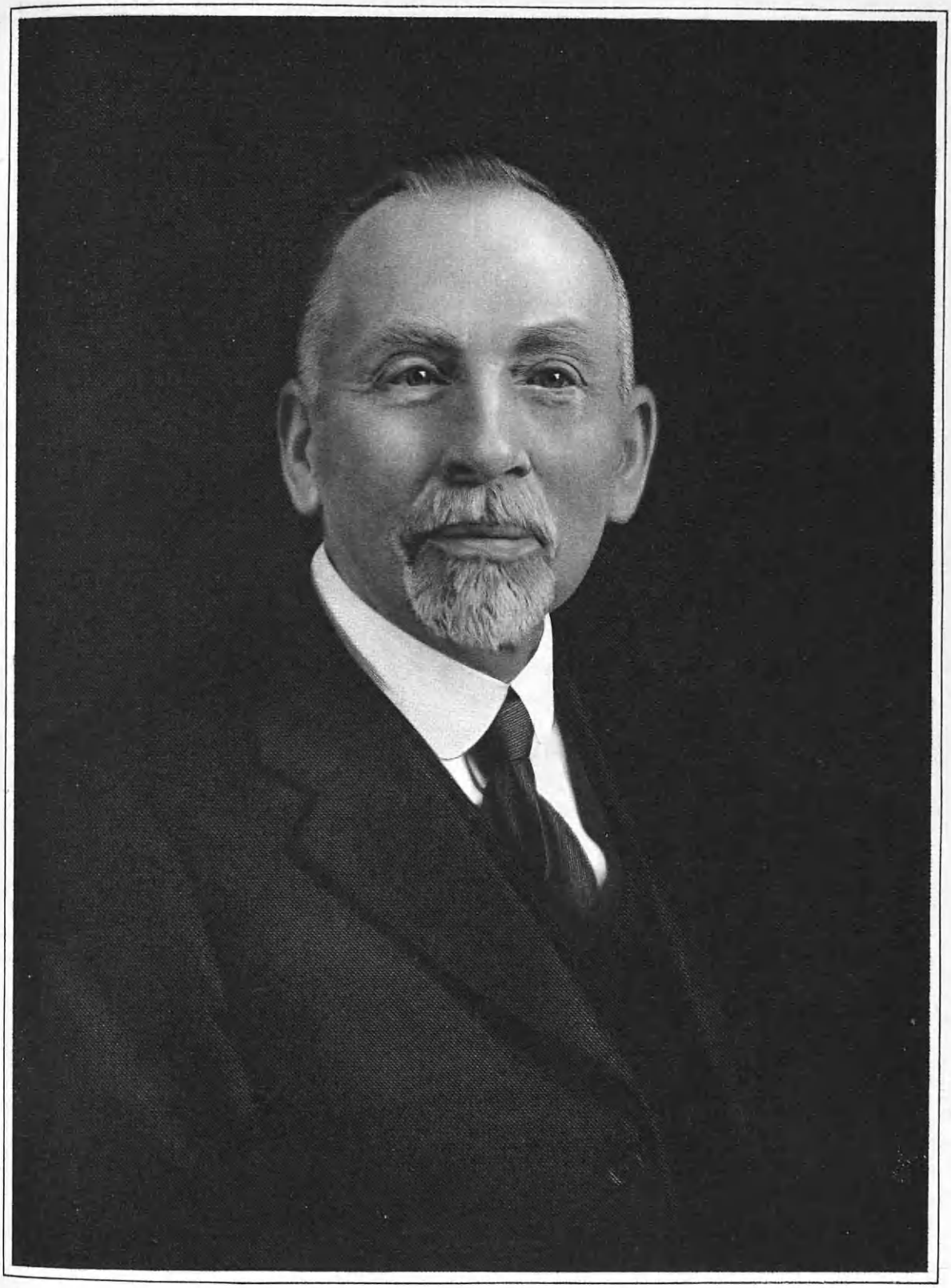
Crest—A falcon's leg erased at the thigh proper, belled or, standing on a cock pheasant sitting also proper.

Few men of the legal profession in South Jersey have behind them a longer or more honorable record than has William Sharp Darnell, of Camden, who has been engaged in general practice in that city for nearly four decades, during which time his sterling qualities of character and his ability have placed him high in the esteem of all who know him. The fundamental doctrines of his Quaker ancestry have become the working principles of his private and professional life, and upon these he has built a career of singular strength and sweetness.

The branch of the Darnell family to which Mr. Darnell belongs traces its descent from John Darnell, immigrant ancestor, an English Quaker, who came to this country some time about 1700, and settled in Evesham Township, Burlington County, New Jersey. There, in 1722, he married Hannah Borton, daughter of John Borton, Jr., by his first wife, and granddaughter of the John and Ann Borton, who came from the parish of Aynhoe, County Northampton, England, in 1679, and settled at Hillsdown on the Northampton River, Burlington County, New Jersey. John and Hannah (Borton) Darnell had five children: 1. Edward, of further mention. 2. Lewis. 3. William. 4. Hannah. 5. Jemima, born October 6, 1744, died January 13, 1818; married Rehoboam, son of Robert Braddock and Elizabeth, daughter of Joseph and Mary (Clement) Bates, and granddaughter of Robert Braddock and Elizabeth, daughter of Timothy Hancock, the emigrant, and also of James Clement, the emigrant, who was the son of Gregory Clement, the regicide. Of their ten children, Rachel, the seventh, married Joshua Dudley, and their child Rachel, by her marriage with Edmund Darnell, referred to below, became the great-grandmother of William Sharp Darnell, also referred to below.

(II) Edward Darnell, eldest child of John and Hannah (Borton) Darnell, was born in Evesham Township, Burlington County, New Jersey, January 14, 1730, died in the same place between 1789 and 1791. In 1754 he married, in the Evesham Monthly Meeting, Jane Driver, and they had two children: 1. Samuel. 2. Edmund, of further mention.

(III) Edmund Darnell, son of Edward and Jane (Driver) Darnell, was born in Evesham Township, Burlington County, New Jersey, in 1768. In 1790 he married Rachel Dudley, daughter of Joshua and Rachel (Braddock) Dudley, who, through her mother's mother, Jemima (Darnell) Braddock, was a great-granddaughter of John Darnell, the emigrant, referred to above. Edmund and Rachel (Dudley) Darnell were the parents of twelve children, eight of whom lived to maturity.



Wm. T. Darnell

Darnell

Among these was Isaac, of further mention.

(IV) Isaac Darnell, son of Edmund and Rachel (Dudley) Darnell, was born in Evesham Township, Burlington County, New Jersey, February 5, 1799, died in that place in 1855. Like his ancestors he was a gentleman farmer and lived on the same acres which had supported them, and which he had received from them by direct inheritance. He married Sarah Saunders, daughter of Solomon and Lydia (Burrough) Saunders, and granddaughter of John and Elizabeth (Lippincott) Saunders, daughter of Freedom Lippincott and Elizabeth, daughter of John, son of Dr. Daniel Wills. Freedom Lippincott was the son of Freedom and Mary (Curtis) Lippincott. Her mother was the daughter of Samuel and Sarah (Lamb) Burrough, granddaughter of Samuel and Ann (Gray) Burrough, and great-granddaughter of Samuel Burrough, the emigrant, and Hannah, daughter of John Roberts, the emigrant. Children of Isaac and Sarah (Saunders) Darnell: 1. Edward, of further mention. 2. Lydia, married Andrew Sharp. 3. Hannah, died unmarried. 4. Samuel. 5. Ann, died aged three years. 6. Deborah, died in infancy.

(V) Edward Darnell, son of Isaac and Sarah (Saunders) Darnell, was born in Evesham Township, Burlington County, New Jersey, in November, 1835. He was a farmer, and an Orthodox Friend of the Evesham Meeting, and was one of the most highly respected and, in a quiet way, influential men of the community in which his life was spent. He married Abigail Ann Sharp, daughter of William and Jemima (Braddock) Sharp, and they were the parents of nine children: 1. William Sharp, of further mention. 2. Henry Sharp, deceased; married Ida Stratton. 3. Lewis Sharp, born 1863; married Elizabeth Mary Stratton. 4. Sarah Hilliard, married Lewis B. Hillman. 5. Anna Jemima, married William J. Moss. 6. Edward Eugene, married Alberta B. Wooden. 7. Florence, married Charles D. Haven. 8. Mary Collins, living and unmarried. 9. Lydia Sharp, married M. Weber Watkinson.

(VI) William Sharp Darnell, eldest child of Edward and Abigail Ann (Sharp) Darnell, was born in Evesham Township, Burlington County, New Jersey, August 5, 1860. He received his early education in the public schools of Pine Grove, and then completed his studies in the private academy of Milton H. Allen, at Medford, New Jersey, from which he was graduated in 1876. Upon the completion of his academic course he went to Jacksonville, Florida, where for a short time he was a teacher in the Cookman Institute of that city. After a brief teaching experience he returned to South Jersey and accepted a position as bookkeeper in the employ of Taylor Brothers, of Camden, with whom he remained for four years. He had, before giving up his position in Jacksonville, decided to enter the legal profession, and kept the books of Taylor Brothers only long enough to secure funds to finance his professional training. He entered the law office of Leaming & Black, the leading lawyers of Camden, under whose direction he prepared for admittance to the bar, and successfully passed the examination for admission as attorney at Trenton, in 1887. He at once located for practice in Camden, and as time passed it became evident that he possessed ability of a high order. He gave more and more attention to corporation law and finally became widely known as one of the leading federation lawyers in the southern section of the

State. He was later admitted as counselor-of-law, and was made a master in chancery. Mr. Darnell's unusual record as a member of the legal profession is doubtless due to his adherence to the Friends' doctrine of the Golden Rule, which includes constant aspiration for the best, and helpfulness to the weak, since the strong are best able to care for themselves. To the fundamental principle of the faith of his ancestors Mr. Darnell adds to the practical belief that the nation, as the individual, will best accomplish its mission by attending carefully to the affairs which are its own and avoiding foreign alliances, if possible. In his own profession his working rule is, "Make every client's case your own and handle it with your best efficiency; settle if you can profitably, but fight if compelled to, if right." Another secret of his success may be found in his reply when questioned as to what books or lines of reading he had found most helpful. His reply was, "Law, law, always law, with a little fiction for dessert." He has always been one of the public-spirited and influential men of the city in which he lives, and he has been called to many positions of responsibility and trust, all of which he has filled, not only to his own honor and credit, but also to the full satisfaction of all concerned. He is counsel for a large number of corporations engaged in manufacture, trade and commerce, as well as those which are not for pecuniary gain, such as civic, welfare and fraternal organizations. He is a member of the Camden Chamber of Commerce, Wildwood Board of Trade, Long Beach Board of Trade, Ocean County Society of Pennsylvania, Philadelphia City Club; president of the Camden County Society for Prevention of Cruelty to Children, of which he was its treasurer for some fifteen years; president of the North Camden Business Men's Association, and others. He is also associated and connected with several financial institutions, being a director and one of the organizers of the North Camden Trust Company of Camden, which is capitalized for $200,000.00, and has a surplus of $100,000.00. He is also connected with a large number of New Jersey corporations. His religious affiliation since 1894 has been with the Protestant Episcopal Church, but prior to that he was a member of the Friends' (Quaker) Orthodox Church.

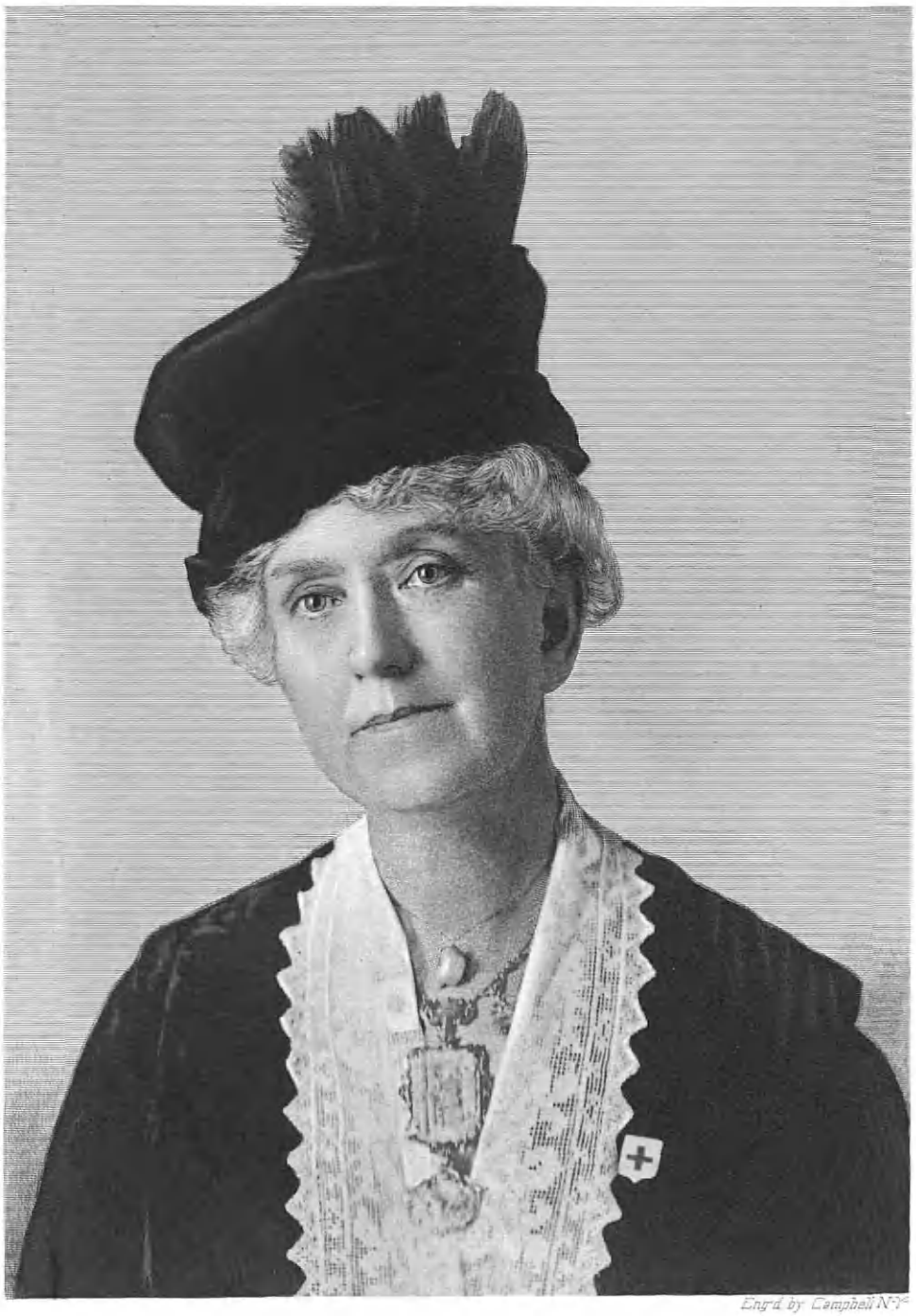
On April 12, 1882, at Camden, New Jersey, William Sharp Darnell married Ella Louisa Slatcher, who was born in Philadelphia, Pennsylvania, June 22, 1863, daughter of William and Eliza (Brooks) Slatcher. Mr. and Mrs. Darnell are the parents of four children: 1. Mabel Wolcott, who was born in Camden, New Jersey, October 15, 1883, and married George D. Connelly, who died in 1918, and has one child, Mabel Doris, born February 27, 1914. 2. Hattie Ann Eliza, born in Camden, New Jersey, September 23, 1888, unmarried. 3. Kate Slatcher, born in Collingswood, Camden County, New Jersey, December 9, 1896, and married Benjamin Franklin Rittmayer. 4. Ella Louise, born in Camden, New Jersey, October 26, 1900, and married Horace B. Rhodes; they have one child, Horace Darnell, born November 22, 1922.

SEAMAN, Dr. Louis Livingston, A. M., M. D., LL. D., F. R. G. S.,

Physician, Surgeon.

Broadly visioned, actively progressive and constructive, the record of Major Louis Livingston Seaman, A. M., M. D., LL. D., reads as a romance; filled to ca-

Louis Livingston Seaman



Engʳd by Campbell N.Y.

Mary Stuart Huntington Seaman

pacity with vibrant experiences of an explorer, poignant with the march of soldiers who returned as wounded patients, ever active in movements inaugurated to serve the best interests of mankind, his life has contributed greatly to the welfare of the world.

Born in Newburgh, New York, October 17, 1851, he is the son of Valentine and Anna Amelia (Ferris) Seaman. Through both parents he was descended from notable Colonial ancestry, dating back to the cradle days of our country. The Seaman family in America was founded by Captain John Seaman, apparently a man of importance, who made the voyage from England, in his own vessel, in 1653, and founded the town of Hempstead, Long Island. This ancestor was a native of Essex, England, where he married Elizabeth Strickland, daughter of John Strickland. His will, dated August 5, 1694, was probated in New York, March 25, 1695. He died at Hempstead, Long Island, in 1695. Dr. Valentine Seaman, grandfather of Dr. Louis L. Seaman, was a pupil of the famous Dr. Jenner, and to him belongs the credit of introducing vaccination in this country. His first attempts to practice this innovation led to his arrest and imprisonment in the basement of the New York City Hall. He was a surgeon at the New York Hospital, an authority on epidemic diseases, and founder of the first training school for nurses in the United States. Dr. Seaman's father was head of the firm of Seaman Brothers, the first American importers of drugs and chemicals, with offices and laboratories in Wall Street. He died in New York in 1897, after a devastating fire had destroyed his business. Through his mother Dr. Seaman is a descendant in the sixth generation from Robert Livingston, who was created first Lord of the Manor of Livingston, in 1715.

Major Louis Livingston Seaman received his education in the district schools and in Siglar's Institute of Newburgh. He was a member of the first class entered at Cornell University, at its opening, in 1868, and has always been one of its most devoted alumni. Delicate health prevented Major Seaman's graduation with his class, but, in 1906, thirty-four years later, Cornell awarded him the degree of A. B., as of the class of 1872. Upon the recovery of his health, Major Seaman began study in the Harvard Medical School, continuing his course in the Jefferson Medical College, Philadelphia, where he was graduated M. D., in 1876. On this occasion, also, he received the Da Costa Gold Medal, in recognition of his invention of an instrument for ausculatory percussion, the first of its kind. During his course he invented another valuable surgical appliance, a splint for fracture of the patella. His first professional experience was as interne in the Charity Hospital on Blackwell's Island, New York City. After a year, however, he entered the Medical School of the New York University for a post-graduate course, and there received the degree of M. D., in 1878. He was resident physician between 1878 and 1882 in the State Immigrant Hospital, Ward's Island, and later chief of staff of the Charity, Maternity, Epileptic and Penitentiary hospitals, on Blackwell's Island. Through his contact with numerous medico-legal cases in this connection, he realized the desirability of acquiring a thorough knowledge of law, with the result that he entered the New York University Law School, and received the degree of LL. B., in 1884. A year later he made an extended tour of the world, visiting India, China, Japan,

and Siberia, everywhere making special studies of contagious and infectious diseases. He was a student at the University of Vienna, in 1889, and at the University of Berlin, in 1890. Upon his return to New York, he engaged in the practice of medicine.

The first surgeon to volunteer for service in the Spanish-American War, Major Seaman began the military experiences, which extended through a score of years, and took him to nearly every part of the world. As president of the Cornell Club of New York, he was presiding at a banquet in the Waldorf-Astoria Hotel, when the news of the destruction of the "Maine" came over the wires. He immediately left the table and telegraphed his application to Surgeon-General Sternburg for examination as surgeon in the United States Army. Early the next morning he received a favorable reply, and went at once to Washington, D. C., where he was appointed surgeon of the 1st United States Volunteer Engineers, with the rank of major. Twenty-six of his associates in this command were Cornellians, who saw service with him at the front, during the Cuban and Porto Rico campaigns. He rendered an important service to civilization by his outspoken condemnation of the government's policy of suppying unwholesome rations to the army, thus causing a terribly disproportionate number of deaths from preventable diseases, as compared to the casualties of battle. His protests were particularly emphatic against the fermenting canned tomatoes and half-cooked canned beans, which formed a large part of the ration, and he candidly laid the blame squarely upon the Secretary of War. This was the beginning of his persistent agitation, through a number of years, against improper food for soldiers in the field, and his contentions finally molded public opinion, and effected valuable reforms. Major Seaman received the United States Service medal for his services during the Spanish War.

In 1899, he served on the staff of General Frederick D. Grant in the Philippines, where, also, he was attached to the 17th and 23d United States Infantry regiments. In 1900 he was transferred to China, and served with the Army of Occupation, first under General Liscomb, who was killed at Tien Tsin, and later, under General Chaffee in Pekin, through the Boxer uprising in 1900-1901. The following year found him with the British forces in the Boer War in South Africa, and in 1904, he accompanied the Second Imperial Japanese Army through the memorable campaign in Manchuria, and was present when peace was declared in 1905. For services in this war, he received the decoration of The Rising Sun of Japan, The Order of the Treasury, The Order of Special Merit, and Honorary Life Membership in the Japanese Red Cross, with medals. His observations with the Japanese forces have been embodied in his two remarkable books, "From Tokio through Manchuria with the Japanese," and "The Real Triumph of Japan." In these volumes he sets forth the wonderful system through which the health of the fighting men was preserved, and the common causes of disease vastly reduced. At the close of the Russo-Japanese War, Major Seaman returned to the United States, but, at the request of Dr. George F. Shrady, soon afterward started on a tour of Cuba and Porto Rico, to study the hook worm and yellow fever. His observations published in the "New York Herald," gave the first account of the ravages of the hook worm, which to that time had not been identi-

fied. In 1906, he accompanied Dr. Nicholas Senn, through the German campaign against the Huroros, in East Africa, and was an eye-witness of the atrocious cruelties perpetrated on the helpless natives. In the same year, also, he journeyed in South and East Africa, investigating the ravages of the tsetse fly and the sleeping sickness; continuing his investigations, in 1909, and making an extensive hunting trip to Victoria Nyanza and the headwaters of the Nile. When the tide of war turned again to Europe, Major Seaman served with the Serbian Army in the Balkan War.

The first American to volunteer in the World War, he was on his way to Europe two days after England's declaration, and was the first to join the Belgian Red Cross Service in Antwerp, August 21, 1914. At this time he was accompanied by Mrs. Seaman, who served as a nurse for two years with the British and the French Red Cross, and saw active duty in Belgian hospitals. Major and Mrs. Seaman endeared themselves to all their fellow-workers, including the Queen of Belgium, to whom Mrs. Seaman was an assistant, and official appreciation was attested in the bestowal of distinguished awards. Mrs. Seaman, who was the first American woman to reach the devastated areas, remained in Europe for the duration of the war.

Major Seaman had arrived in Belgium in time to be present at the capture of Brussels and the bombardment of Antwerp by the German invaders, and from the beginning he was convinced that the United States must eventually enter the conflict. He was, through his vast experience, especially qualified to realize the true magnitude and extent of the preparations which had been made in Germany, and the ruthless determination of their purpose. Acting under a keen sense of duty, he dispatched several memorable cablegrams to President Wilson, which have since become historic. From Antwerp, August 24, 1914, he cabled as follows:

Woodrow Wilson, My dear Mr. President: Unless the barbarism of the German Kaiser ceases, the civilization of Europe will be set back a century. The rules of the Hague Tribunal have been grossly ignored. Innocent women and children have been bayoneted. Old men and non-combatants have been shot. The white flag and the Red Cross Ambulance have been fired upon. A Belgian Red Cross officer was shot while assisting at the burial of a dead German. Villages of non-combatants have been burned, and historic monuments desecrated. Churches have been sacked, and hostages murdered. This morning, bombs, dropped from a Zeppelin in an attempt to assassinate the royal family, killed eleven citizens and desperately wounded many more. This is not war, but murder. As vice-president of the Peace and Arbitration League of the United States, I implore you in the name of humanity and justice to back American protest so vigorously that German vandalism must cease and the future disarmament of Europe be made possible. Respectfully yours,

LOUIS L. SEAMAN.

His response from President Wilson was a command to remain silent, to which Major Seaman promptly cabled:

Antwerp, 26 August, 1914. Hon. Woodrow Wilson, President, Washington, D. C., My dear Mr. President: Preferring liberty of speech to military or other service where it is denied, especially when silence would be a crime against humanity, I herewith tender my resignation as an officer of the Reserve Corps of the United States Army. Respectfully, LOUIS L. SEAMAN.

Major Seaman immediately joined the Red Cross Service of Belgium and later of France and England. On September 5, 1914, he dispatched the following cablegram:

Woodrow Wilson: Mr. President! America must expect war. Her people may not believe it, but preparation must be made, for it is as certain as the night falls, that if Germany is successful

in the present conflict, and her maritime power restored, which God forbid:—the time is not distant when, with renewed energy stimulated by conquest, her military preparation and activities will be redoubled, and our defeat, unless we follow a similar policy of preparation, will be inevitable. In the name of humanity, I beg our nation to act at once and with sufficient emphasis to end the rule by "Divine Right" and make a repetition of scenes such as Europe is now witnessing, impossible forever. America's power, if properly used, can end this barbarism. LOUIS LIVINGSTON SEAMAN.

As president of The British War Relief, Major Seaman made many trips across the ocean during the war, and continued to arouse public opinion through his repeated and vigorous protests against the rule of silence imposed by President Wilson; and the newspapers published what he had to tell. The first American Volunteer Ambulance Corps was formed in London by Major Seaman, and others, in August, 1914. It was known as the Anglo-American Volunteer Motor Ambulance Corps, which was later incorporated with the Red Cross. Major Seaman was slightly wounded at the Battle of the Marne, and on his return to the United States somewhat later, he organized the British War Relief Association. Among the valuable contributions secured through his personal influence, was the gift of a fighting tank, which, at his suggestion, bore the inscription: "The only good Hun is a dead one. Tank, do your duty." It gained a great record as an efficient fighting machine.

In the meantime, Major Seaman continued his fight to preserve the health of soldiers in the time of war, by appearing before Congress and agitating for adequate authority to the Medical Corps of the Army, until his efforts were crowned with success, and improved legislation was enacted in 1918, twenty years after the inception of his first protest during the Spanish War. He has established two annual prizes in Cornell, of $100 and $200, for the perfection of the best army ration for peace and war, as a part of the campaign for health military ration. He has also been interested in safety devices and the prevention of accidents and disease. Among his inventions being the new type of cartridge belt, which, suspended from the shoulders, relieves the wearer from the pressure on the abdomen. He also invented the car fender, so widely used on electric railway cars throughout the world. He was a founder and charter member, and has been a trustee, since 1899, of the Museum of Safety and Sanitation in New York, and was appointed executor and trustee under the will of the late Henry R. Towne, who bequeathed $3,000,000 to endow and maintain the safety movement. For a number of years he has given the gold "Seaman Medal" to the inventor, manufacturer or individual who has done superior work toward saving human life by methods of prevention. Among those who have received this medal are: Dr. George Gorgas, for exterminating the yellow fever mosquito in the Canal Zone; E. H. Harriman, for running his railroad system for a year with no loss of human life; the American Match Company, for making matches without phosphorus; Judge E. H. Gary, for a system of accident prevention in the steel industry, which prevented all loss of life by accident for a year. In the matter of improved facilities he has drafted a bill for establishing the parcel post system; organized, in 1898, a company to install the first pneumatic "tubular dispatch" for rapid transportation of mails to distributing centres; and was active in the introduction of the postal savings system.

Major Seaman is an author of distinc-

tion, who has produced many articles and monographs, notably: "The Soldier's Rations"; "The Social Waste of a Great City" (1886); "Native Troops for Our Colonial Possessions"; "Observations in China on the Boxer Campaign"; "The Army Cartridge Belt"; "The Medical Features of the Russo-Japanese War"; "From Tokio through Manchuria with the Japanese"; "The Real Triumph of Japan, or the Conquest of the Silent Foe"; "Triumphs of Science in Medicine in Peace and War in Foreign Lands" (1908); "The Restoration of the Army Canteen, a Moral and Sanitary Necessity"; "The Aftermath of the Balkan War" (1914); "The Tsetse Fly, or the Flying Hypodermic of the Sleeping Sickness" (1908); "Fair Play for the Republic of China" (1912); "The Crucifixion of Belgium" (1915); "Shall the Treaty of Peace be One of Justice or One of Infamy," a monograph on the League of Nations, which he opposed. In 1914-1915 he was special War Correspondent of the "Independent," and has made authoritative contributions to the "North American Review," "Century," "Forum," "Outlook," "The New York Medical Journal," "The Military Surgeon," "New York Tribune," "New York Herald," and the "Philadelphia Press."

Major Seaman is a Freemason and a member of the following clubs: Metropolitan, Washington, District of Columbia; Royal Societies, London; The University, Authors, Republican, Army and Navy, and Cornell Clubs of New York; The Surgeons Travel Club, of which he is president; The Medical Society of Porto Rico, Medical Society of Port Arthur, Academy of Medicine, New York, Society of Medical Jurisprudence, American Medical Association, Association of Military Surgeons, The Medical Union and The New York State and County Medical Societies. He is a Fellow of the Royal Geographical Society of London; an Honorary Fellow of the Geographical Society of Peru; a Fellow of the American Geographical Society; a Fellow of the Royal Arts Society of London; an honorary member of the British Museum for work done in China; founder and president *emeritus* of the China Society of America; Surgeon General of the Spanish-American Veterans; member of the Society of Lords of Colonial Manors, and one of the Board of Governors of the Sulgrave Institute, which at his suggestion has been changed to the George Washington-Sulgrave Institution, founded "to foster friendship and to prevent misunderstanding among English-speaking people," and a member of "The Board of Directors of the Permanent Blind Relief War Fund of Paris, France." He has been a delegate to international medical congresses in London, 1881; Berlin, 1894; Moscow, 1897; Paris, 1900; Madrid, 1903; Lisbon, 1908; Budapest, 1910; London, 1918. In 1919, the Lincoln Memorial University conferred upon Major Seaman, the degree of LL. D., in recognition of his services and successful efforts to obtain a reorganization of the Medical Corps of the United States Army. He has received numerous decorations and awards from fourteen countries, among them the Order of the Crown, conferred by the Queen of Roumania, and the Order of Leopold, of Belgium, by the King of Belgium.

Dr. Seaman married twice: (first), in New York City, February 10, 1889, Fannie Blackstone Freeman, daughter of Morton and Frances (Blackstone) Freeman, and a great-great-granddaughter of Sir William Blackstone, author of the "Commentaries." She died in 1895. He

married (second), December 12, 1907, Mary Stuart Huntington, daughter of John M. and Mary Ann Austin (Parks) Huntington, who was a descendant in the eighth generation from the Colonial governor, Thomas Welles, of Connecticut, and fourth in descent from Colonel Jabez Huntington, also of Connecticut, who served in the Revolutionary War. Both were daughters of Civil War volunteers. Mrs. Seaman, besides the wonderful and needed services she rendered at the time of the World War, was always an interested and close associate of Major Seaman in all of his humanitarian activities. Mrs. Seaman was actively interested in the Boy Scout movement, and gave her personal attention in membership with the Japanese-China Societies; the Salvation Army and Army Relief organizations. She was a member of the Colonial Dames, and other ancestral societies. She died, August 30, 1926, deeply mourned and missed.

HEIN, Lieutenant-Colonel Otto Louis,

United States Army, Retired.

A soldier to whom the military history in which he has participated has not been all a mere passing show and pageant, but a reality to which he has given the most and the best of his life, and the eloquent record of which he has written, Lieutenant-Colonel Otto Louis Hein, now of Pasadena, California, has brought the varied scene of which he was a participant very near to the readers of his books and of his own biography. From West Point to his lieutenant-colonelcy was a long jaunt in the life-story of Colonel Hein, but every step of the way has been through scenes and among incidents dear to the heart of the army man. The veteran's review of his march to the goal of his career, as told in his own work, "Memories of Long Ago," is most stirring and eventful.

The product of distinguished family lines on both the paternal and the maternal sides, the colonel inherited traditions of patriotic defense of his country and military service in times of need. For some six hundred years this ideal has governed the Heins, dating from one Lord de Hein, mentioned in Froissart's "Chronicles" as a leader in the army of Sir John Hainault in 1350. The family had continued to reside in Hainault, in Burgundy. Colonel Hein's paternal grandmother was Elizabeth Douglas, descended from the Scottish clan of Douglas, as was evidenced by her shield, which bears a bloody heart with a crown. The device had come down from the time of her ancestor, Sir James Douglas, who in 1330 was slain by the Moors while on his way to the Holy Land, bearing the heart of King Robert Bruce, who had commissioned his loyal follower thus:

> Bear my heart to the Holy Sepulchre, since my body cannot be taken there, and thus carry out my vow.

Colonel Hein's father was Charles Frederick Ernest Hein, born in Germany, who was throughout his mature life a constructive American citizen and public official. He was born September 20, 1808, came to this country in 1833, and served as general disbursing officer in the United States Coast Survey from 1844 until 1884, a year before his death, which occurred in 1885. He married Henrietta Sarah Simpson, of a distinguished Maryland family. (See Simpson Line.)

Lieutenant-Colonel Otto Louis Hein, son of Charles Frederick Ernest and Henrietta Sarah (Simpson) Hein, was born on May 1, 1847, in Georgetown, District of Columbia. After attending Georgetown College, he graduated from the

O. L. Heim

United States Military Academy at West Point, New York, June 15, 1870. His military career began with his assignment to Fort Winfield Scott, Winnemucca, Nevada, in the autumn of 1870, and he shared in the Indian campaigns in Arizona in 1871-73, and again in 1883. From 1874 to 1879, he was assistant instructor in military tactics at the United States Military Academy. He was first lieutenant and captain of the 1st Regiment of United States Cavalry; major of the 3d United States Cavalry, and lieutenant-colonel of the 10th United States Cavalry. He was recommended by Brigadier-General George Crook, commanding the department of Arizona, September 18, 1873, on October 19, 1875, for brevet of first lieutenant for gallant conduct in the campaign against the Tonto Apaches on Verde River. The five years from 1889 to 1894 found him military attaché with the United States Embassy at Vienna, Austria, a period rich in colorful experiences in the stateliest and most interesting capital in Europe. During those years he attended the Grand Army manoeuvers in the suite of the Emperor Franz Joseph. From 1897 to 1901 Colonel Hein was commandant of cadets at the United States Military Academy, after which he was on duty in the Philippine Islands, subsequently seeing service as commander of the Boise, Idaho, barracks, and finally on duty at Fort Robinson, Nebraska. In 1902 Colonel Hein was made acting superintendent of Yosemite National Park. He is now living in retirement in Pasadena, California.

His activities have not ceased, however. Colonel Hein is the author of two interesting works: "Field Service" and "Memories of Long Ago." The latter work recalls a host of people and incidents influencing the author's life and sharing his military experiences. He is a member of the Society of Indian Wars of the United States; of the Order of the Caraboa; and of the Order of Foreign Wars.

On May 3, 1883, in New York City, Lieutenant-Colonel Otto Louis Hein married Sallie Lee Ross, who was born at Lake Providence, Carroll Parish, Louisiana, in 1861, daughter of James Ross, cotton planter. Children: 1. Celeste Marie, born May 23, 1886, at Fort Custer, Montana, died October 20, 1909; married to first lieutenant Lewis M. Adams, of the United States Army. 2. Herbert Ross, born at Fort Leavenworth, Kansas, October 20, 1888; graduated at the United States Naval Academy in 1910; was lieutenant commander in the United States Navy, and in 1926 Naval Attaché to the American Embassy in Japan.

(The Simpson Line).

Thomas Simpson, who came from England, was recorded in St. Mary's County, Maryland, July 2, 1649, and received land grants from Lord Baltimore in 1652. He married Elizabeth, surname unknown.

Their son, Andrew Simpson, married for his first wife, Elizabeth Greene, daughter of Robert Greene, who was the son of Thomas Greene, Provincial Governor of Maryland from 1647 to 1649.

The third generation of his family in America was Thomas Simpson, son of Andrew and Elizabeth (Greene) Simpson, and he dated his will in 1760. His wife was Mary Wilson, daughter of Alexander Wilson, and their son was James Simpson, of whom further.

James Simpson married Monica Jenkins, daughter of John Jenkins.

John Simpson, son of James and Monica (Jenkins) Simpson, was born in 1780, and died in 1850, having married Ann Sophia Steiner, who was born in 1779, and died in 1849.

Henrietta Sarah Simpson, daughter of

John and Ann Sophia (Steiner) Simpson, was born in 1814, and died in 1889. She married Charles Frederick Ernest Hein (see Hein), and they were the parents of the following children: 1. Charles Samuel, born in 1844, died in 1889, married Martha Webster. 2. Mary Simpson, born in 1845, died in 1920; married Harrie Webster, Rear Admiral in the United States Navy. 3. Otto Louis, subject of this record. 4. Henry S., born in 1849, died in 1873. 5. Sophie S., born in 1850, died in 1899.

DE KOVEN, Reginald (Henry Louis),

Composer.

With masterful workmanship and power of expression, Reginald de Koven is recognized as one of the leading American musicians and composers, and his works have won marked popularity throughout the United States and Europe. As a mature and independent art, music holds a unique position, for while its language has been wholly created by art, this language is so perfectly organized that it seems in itself natural, yet invariably it appears as an adjunct of poetry or dance. However, music will ever remain the most self-centered of the arts and men of true culture will measure the depth and range of the musicians' minds by the spontaneity and truthfulness of their musical expression, and the greatest of the musicians have been men of culture, in which their humanity has been illuminated by the constant presence of their ideals which their artistic mastery keeps in touch with reality. These are things which have brought Reginald de Koven the attention and appreciation of the lovers of music throughout the world. Von Koven or de Koven is the Hanoverian name of a family whose members were soldiers as far back as the Crusades. In the records of the family appear the names of many abbesses and priests for the de Kovens were oft-times as religious as they were soldierly. Captain John Louis de Koven, whose father was a military Governor of the district of Eisenach, his birthplace, and the home of many of the others of his family, was enrolled in the English Army and placed in command of the Hessian regiment during the Revolution, and it was thus he came to America. He was captured with his troop in the bay of New York, but soon was given his liberty by parole, after which he settled in the town of Middletown, Connecticut. He married a Miss Sebor of that township. His son, Captain Henry Louis de Koven, married a cousin, whose mother was Margaret Winthrop, a daughter of John Still Winthrop, the Colonial Governor. During the War of 1812, he was in command of privateers. Just as these two expressed the martial strain, an uncle, Rev. James de Koven, expressed the excellence of education and religious endeavors. He was a champion of the Protestant Episcopal Church of America, and was an earnest and aggressive figure in the history of the High Church party in this country, and the first to organize the surpliced choir west of New York. He was elected Bishop of the dioceses of both Massachusetts and Illinois, but because of his extreme ritualistic theories, never assumed the office. Maternally, Reginald de Koven is descended from the Le Roy family, which was the ruling family in the early history of New York State.

Reginald (Henry Louis) de Koven was born at Middletown, Connecticut, April 3, 1859, a son of Rev. Henry and Charlotte (Le Roy) de Koven. When he was still very young, his father, a prominent cler-

gyman in the Protestant Episcopal Church, moved to Europe with his family, in 1872, and there the latter prepared his son for Oxford. Mr. de Koven entered St. John's College, Oxford University, in 1879, and was duly graduated with academic honors, being as well the youngest candidate for the degree of Bachelor of Arts in that year. At a very early age, he showed a distinct talent for music, and had already composed several songs during his study of music from his seventh year. At the age of fourteen, he studied pianoforte under William Speidle at Stuttgart, and then after having completed his courses at Oxford, he returned once again to Stuttgart, resuming his study of pianoforte and harmony under Drs. Lebert and Pruckner. During the next six months, Mr. de Koven went to Frankfort to study composition with Dr. Hauff, and then he journeyed to Florence where he studied singing under that able master, Vannucini, and continued in operatic composition with Genet in Vienna, and Delibes in Paris. Essaying his first composition, Mr. de Koven wrote "Cupid, Hyman and Co.," which, however, never saw the lights of production. However, his next offering, in 1887, "The Begum," was accepted by Col. McCaull, probably the best and only real manager of the time. It was produced in Philadelphia in the winter of that year with a celebrated cast, and was received with enthusiasm and decided success. With this comic opera, Mr. de Koven is credited with introducing the epoch of light opera in America, for although a previous attempt had been made in 1845, it did not reach the successful heights of "The Begum." In 1889, during his stay in Vienna, he wrote his next light opera, "Don Quixote." Its first production was before an audience consisting of Genet, Mr. de Koven and Mrs. de Koven. As Mrs. de Koven describes the moment in her latest book, "A Musician and His Wife":

> I took my place behind a pillar in the gallery, saying to myself, "In a few moments I shall know whether my husband really has a career." In a few moments I knew, for the enormous advance in orchestration, united to the remarkable lyric gift which my husband possessed, was evidence enough to convince his anxious young wife, as she awaited the sounds, which announced the future. Genet was not only satisfied with his great diligence and progress, but promised the career which was fortunately destined to be his.

This opera "Don Quixote" was performed by the famous Boston Opera Company, and its reception gave him firm prestige in the front ranks as a dramatic and operatic composer. It was his next opera, "Robin Hood," written in 1889, and produced by the Boston Opera Company in 1890 for which Reginald de Koven is noted. The picturesque and delightful craftsmanship, the freshness and gayety and the spontaneous expression have placed this opera on the list of the few standard operas, and was the first work of an American to attain this distinction. After "Robin Hood" came the melodious "Knickerbockers," in 1892, and in the same year the tuneful "Fencing Master," which received public acclaim in Boston on its opening night. Proving himself a prolific writer, he followed these in rapid order with the "Algerian," in 1893, "Rob Roy," in 1894, and "The Tzigane," in 1895. His richness of harmony, melodic invention and skillful construction continued to manifest themselves in all of his works, and in 1896, he presented "The Mandarin" in Cleveland, while in the next year, his "Paris Doll" and "The Highwayman" had their premieres in New York. Another of his works, "The Three Dragoons," was produced in 1899.

In 1902, Mr. de Koven organized the

Philharmonic Orchestra at Washington, D. C., and conducted it for three seasons. From 1905 until 1912, he was music critic for the "New York World," "Harper's Weekly," and several other New York publications. During all of this time he continued to compose his operas, and in 1903 "Red Feather" was presented in New York, shortly followed, in 1905, by "Happy Land," and in 1906 by the "Student King." The "Golden Butterfly," in 1907, "The Beauty Spot" in 1909, "The Wedding Trip" in 1911, and "Her Little Highness," in 1913, round out a record of preëminently successful public performances. Few other composers have been able to catch the public appeal as he and to have written so many popular productions within so short a span of years. In 1917, his last work, a grand opera, "The Canterbury Pilgrims" was produced by the Metropolitan Opera Company and attained both public and critical success at its premiere. His operas number forty-four, in addition to the more than a hundred songs and incidental pieces including an orchestral suite and a pianoforte sonata "Andante," published in "Half-hours with the Best Composers," which he has written. There are very few singers and music-lovers who are not familiar with "O Promise Me," or "Indian Love Song," or "Marjorie Daw," which was his earliest composition, or with the several others—"Recessional," "A Winter's Lullaby," and "My Lover Will Come Today." He was a member of the National Institute of Arts and Letters and the Manuscript Society, of which he had been president from 1897 to 1898. He had been, likewise, a member of many of the fashionable and exclusive clubs of New York City and Chicago.

Mr. de Koven married May 1, 1884, Anna Farwell, a daughter of the late Senator Charles B. Farwell, of Illinois. Mrs. de Koven was born in Chicago, November 19, 1862, a member of a family which traces its ancestry to early Norman derivation, where the name was originally Favelle and the first progenitor went to England with the Conqueror. In 1635 Henry Farwell, of Boston, England, came to America and settled in Concord, Massachusetts, becoming a prominent member of the community. From him have descended an illustrious line, one was on Washington's bodyguard, another was at the fatal green of Lexington, and another commanded a company at Bunker Hill. Her father, Charles Benjamin Farwell, was a leader in Chicago politics, whence he had come in his early youth with his family. In 1848, he was elected clerk of Cook County, Illinois, and about 1856 was sent to Congress. From 1870 until 1890 he served as a member of Congress, and as United States Senator from his State. Mrs. de Koven attended the Lake Forest Seminary and was graduated from Lake Forest University in 1880. She spent much of her early life in Washington with her father, and, thereafter, following her marriage, traveled with Mr. de Koven throughout Europe during his studies, proving herself an invaluable inspiration to him. Hers is the only real musical home in New York City, where all the world's greatest artists have gathered and sung. It is at No. 1025 Park Avenue, and was opened in 1912, being built and designed upon the ideas and plans of Mrs. de Koven herself. She is a well-known and honored author whose works include a translation of "An Iceland Fisherman," by Pierre Loti, "A Sawdust Doll," "By the Waters of Babylon," "The Counts of Gruyère," "Life and Letters of John Paul Jones," which took eight years to compile and was the result

Louis J. Weide

of prodigious research and labor; this is a standard work and is used at Annapolis; "A Cloud of Witnesses," a book on spiritualism; "A Primer of Citizenship," which has already been accepted by the State Boards of Education of Massachusetts, Indiana, Ohio, and several others. Her latest is "A Musician and His Wife," both biographical and autobiographical, and written in a charming and fascinating style inviting the keen delight of her readers. Mrs. de Koven was signally honored by her *alma mater*, Lake Forest University, in 1926, when that institution conferred upon her the degree of Doctor of Humane Letters. She has been likewise honored in Switzerland by election to the "La Societè Historique de la Suisse Romande," for her work, "Life and Letters of John Paul Jones." Mr. and Mrs. de Koven were the parents of a daughter, Ethel Le Roy, born May 3, 1885.

Reginald de Koven died January 16, 1920. This country lost an operatic composer who has probably done more and accomplished greater things than any other American contemporary. His unusual musical ability, his pleasing personality, which he combined with the excellent traditions of his family, and with the de Koven humor, endeared him to all who knew him, and his passing caused deep regret in all the circles in which he was associated and in the realm of art, wherein he had been such a potent factor for so many years. He was an indefatigable and untiring worker and possessed a keen feeling and sense of art which he transposed into the words of music, so that his works will continue as living monuments to his memory. He was a thoughtful and kind husband, a sincere and loyal friend and associate, an interested and active citizen, and a talented and beloved artist.

WILDE, Louis J.,

Realtor and Public Official.

Like so many others who have come to California from various parts of the country, intending to stay there for a short time only, but were so captivated by the beauty and possibilities of that State that they settled there for good, Mr. Wilde came, about 1906, to San Diego with the intention of spending one winter there. He had traded some property in St. Paul, Minnesota, for a ranch near La Mesa and liked it so well that he decided to make San Diego his permanent home. However, he even went a step further than most of those who exchange the pleasant California climate for the more rigorous conditions of their former abodes. For, instead of living in pleasant and peaceful retirement, he promptly engaged in the real estate business and rapidly became one of the most active and successful realtors and developers of Southern California. So strongly did he take root in his new home that he also became before long actively and most effectively interested in local politics and eventually served for two terms as mayor of San Diego. By nature a man of unceasing energy and of great determination, his forceful personality impressed itself indelibly upon the history of his community. Strong in his convictions and fearless in fighting for them, his political career kept him, for many years, in the spotlight. He was always doing something, or saying something that gained him attention in the public prints and in the minds of his fellow-townsmen. He organized banks, he built buildings, he gave a fountain to the city of his adoption, he donated Christmas dinners to newsboys, and yet, in spite of the fact that, generally speaking, his impulses were kindly and his work of a constructive nature, he found it necessary

at times to fight enemies which he had made, and as a fighter he was as vigorous and determined as in all his other relations of life.

Louis J. Wilde was born July 16, 1865, at Iowa City, Iowa. Later he went to New York and Philadelphia, where he was successfully engaged as an auctioneer. About 1903 he came to San Diego and, under the circumstances already related, settled there. His real estate and building operations soon brought him to the attention of wide circles of his fellow-citizens. One of his first enterprises was the building of the Pickwick Theatre on Fourth Street, which was demolished only a short time before his death to make room for the new Waldorf Hotel. He also built the Frances Apartments at Tenth Street and Broadway, San Diego's first modern apartment house, which Mr. Wilde named after his wife. At one time he owned the famous Jamul Ranch, southwest of the city. When the construction of the U. S. Grant Hotel, one of the important enterprises of this type in San Diego, was halted as the result of financial complications, Mr. Wilde took hold of the operation and promptly succeeded in financing the completion, furnishing and opening of this hotel. His own home, at Twenty-fourth Street and Broadway, was a magnificent property and one of the show places of the city. He also acquired many other interests in San Diego and for many years was one of the leading figures in the city's financial circles. He organized the American National Bank, of which he became president. Later he became identified with the Citizens' National Bank, and still later he organized the United States National Bank, for which he built a handsome edifice at Second Street and Broadway. The electric fountain in Plaza Park was erected by Mr. Wilde at a cost of $14,000 and was a gift of his to the city. Naturally Mr. Wilde felt that his important contributions to the development and improvement of the city entitled him to be critical of the manner in which its administration was conducted and also in the methods which others employed to promote the growth of San Diego. He frequently and freely criticized some of the city's officials and their conduct, as well the aims and methods of the Chamber of Commerce and of other civic bodies. These criticisms, however, though they were always outspoken, also were always induced by sincere interest in the welfare of the city, and his part in the building of an up-to-date and progressive community on the shores of San Diego Bay was a generous one, the results of which will always remain a monument to his memory.

Mr. Wilde first entered politics in 1917, when he was elected mayor after a spirited campaign, in which "More Smokestacks" was a slogan. A great stack, belching smoke, was drawn through the streets on a truck as part of this campaign. He was a powerful speaker and was always able to attract large and enthusiastic audiences. Utterly fearless, he was not given to mincing words in attacking those whose views or conduct he found it necessary to oppose, but he was always fair and leavened the serious parts of his discourses with sufficient humor to hold the attention of his listeners and to persuade many to take his own view. His first campaign promptly brought election to the chief magistracy of San Diego and at the end of his first term he stood for re-election. During his first term he had numerous disagreements with the City Council, but so strong had his popularity become that, when he announced his determination to make a test between him-

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self and his opponents in the City Council, he received generous support. Though ill at that time, he personally directed his own campaign from his sickbed. This time his slogan was "A Clean Sweep," meaning that he asked his fellow-citizens to endorse his first administration by his own reëlection and by the defeat of his opponents in the City Council. Both of these objectives he accomplished and election day brought victory to him and defeat to his opponents. During his second term he again encountered difficulties with the City Council, which, in the case of one councilman, even reached the point of a personal encounter. During Mayor Wilde's administration the late President Wilson visited San Diego, and the head of the Nation, as well as later the heir to the British throne, Edward, Prince of Wales, were received personally and extensively entertained by Mayor Wilde. On both of these occasions he introduced these noted visitors to his fellow-citizens in San Diego's beautiful public stadium. At the end of his second term, 1921, Mr. Wilde disposed of most of his interests in San Diego and removed to Los Angeles, where he engaged with much success in real estate subdivision and promotion. During the last few years of his life ill health overtook him, but despite this handicap he kept up the good fight and with his innate courage and determination continued actively in business and maintained all of his other contacts.

While still a resident of New York he became a member of Lodge No. 1, Benevolent and Protective Order of Elks, and of Mecca Temple, Ancient Arabic Order Nobles of the Mystic Shrine, both of New York City, and he maintained his membership in these organizations throughout all the intervening years to the time of his death. He was a man of very generous disposition and his acts of charity were very numerous. His wit made him a delightful conversationalist, and he was widely known for his many clever epigrams.

Mayor Wilde married twice, his first marriage occurring while he was quite young, and making him the father of two children: Donald E. and Richard E. He married (second), in 1901, at St. Paul, Minnesota, Frances E. O'Brien, and they were the parents of two children: Jack and Lucille.

In the latter part of 1925 Mayor Wilde returned to San Diego and entered Mercy Hospital, where he underwent a serious operation for gall stones. The operation was temporarily beneficial, but, in April, 1926, he again was taken seriously ill and had to submit to a second operation, performed at a private hospital in Los Angeles. From the shock of this he never recovered and he died on the next day, April 18, 1926. In accordance with his desires, expressed to his family just previous to his second operation, his body was cremated.

By his death his family lost a loving and devoted husband and father, as well as a son and brother, his aged parents, residents of Hollywood, California, and three sisters surviving him, besides his wife and children. His many friends and the very large number of his admirers in San Diego will always remember his geniality and faithfulness, and no history of San Diego will ever be complete without a special chapter devoted to its fighting mayor—L. J. Wilde.

SAVERY, James Robert,

Manufacturer.

The life achievement of James Robert Savery, of Pittsfield, Massachusetts, is

a noteworthy record, for along everyday lines of industrial and commercial endeavor Mr. Savery has risen to prominence in a leading industry, while in civic and fraternal affairs he has given his name permanent and commendable significance to the people. From early youth he has held to the straightforward advance by which a man reaches the only true and worthy success, and has devoted his attention to useful activities. The rising generation is recognizing in his frank, unassuming bearing and well known sincerity the dignity and value of such a career, and cannot fail to profit by it.

The Savery family is one of ancient and honored history in Ireland, and Mr. Savery has in his possession many antiques of great intrinsic value, as well as treasured for family associations. The family is related to the Milliken family, of which a representative in the present generation has recently been awarded the Nobel prize.

(I) Harvey Savery, Mr. Savery's grandfather, was an honored figure in New England in an early day, and married Nancy Messenger.

(II) Robert M. Savery, their son, and Mr. Savery's father, became one of the foremost citizens of Berkshire County, which for forty-nine years he served as deputy sheriff and for ten years as court crier. He was a man of distinguished presence and lofty integrity, who commanded the esteem and confidence of all. Robert M. Savery married Lucinda Mirian Squires, daughter of Solomon and Betsey (Whitney) Squires, the Squires name also representing an old and honored New England family.

(III) James Robert Savery was born in Washington, Berkshire County, Massachusetts, May 13, 1866. He had the advantage only of a country school education, and as a young lad became apprenticed to the machinist trade. Interested in his work and always appreciative of constructive endeavor, Mr. Savery nevertheless felt that mercantile interests appealed to him more definitely; still, in his later life he found his industrial experience of the greatest value. For eleven years Mr. Savery was active in the dry goods business, then entered his present field, the manufacture of woolen and worsted fabrics. His familiarity with machinery stood him in good stead in this new branch of activity and his connection with the present enterprise dates back to the year 1900. In the progress of this organization he has borne a constructive and noteworthy part, and its present importance is in no slight degree due to his untiring efforts. The Berkshire Woolen Company, of which Mr. Savery has now long been treasurer, is the outgrowth of the enterprise formerly known as "Peck's Upper Mill," which plant Mr. Savery first entered upon, identifying himself with this industry. At that time the business was of more or less inconsiderable importance, but Mr. Savery's personal confidence in the possibilities of its development was the moving force which brought about certain changes. Mr. Savery was active as general manager of the Peck's mills, but not being able to develop the interest under existing organization, he brought about the present concern, acting as promoter of a new company, of which he was chosen general manager. Ralph D. Gillett became president of the concern; A. W. Eaton, vice-president; James Chapman, secretary, and Mr. Savery himself, treasurer and general manager. Denis T. Noonan (q. v) later succeeded to the presidency, and served as general manager from the inception of this new concern, and its steady progress is ample proof of the ability and devoted

spirit of the man. Mr. Savery is also now treasurer of the W. E. Tillotson Manufacturing Company, and is affiliated with local financial advance as a trustee and director of the Agricultural National Bank, the Union Coöperative Bank, a trustee of the City Savings Bank, the Berkshire Morris Plan Company, of Pittsfield.

Civic affairs have always reached Mr. Savery with a strong appeal, and, being gifted as a speaker, he has always been in popular demand for public occasions of many kinds, particularly charitable drives and memorial celebrations. He has long served as a member of the Common Council and Board of Aldermen, and his cordial endorsement is given to every worthy object and purpose. Mr. Savery is a leading member of the Pittsfield Chamber of Commerce, is an ex-president, and it was during his incumbency that the land for the Pittsfield Development Company was secured. Fraternally, he is affiliated with Mount Moriah Lodge, Free and Accepted Masons; Evening Star Chapter, Royal Arch Masons, of Westfield; Springfield Council, Royal and Select Masters; Berkshire Commandery, Knights Templar, of Pittsfield; Melha Temple, Ancient Arabic Order Nobles of the Mystic Shrine, of Springfield; Golden Chapter, No. 5, Order of the Eastern Star, of which he is Past Patron; and Pittsfield Lodge, No. 272, Benevolent and Protective Order of Elks, of Pittsfield. He is a member of the Park, the Shire City, the Country, the Rotary, the Berkshire, the Middlesex, and the National Republican clubs, also the First Congregational Church of Pittsfield.

James Robert Savery married, June 7, 1893, at Mill River, Berkshire County, Mary Grace Freeman, daughter of Andrew Jackson and Lydia (Faze) Freeman. Mr. and Mrs. Savery are the parents of one daughter: Elizabeth Freeman, born September 21, 1904, a graduate of Emma Willard School, at Troy, New York, class of 1924.

HALFHILL, Albert Powers,

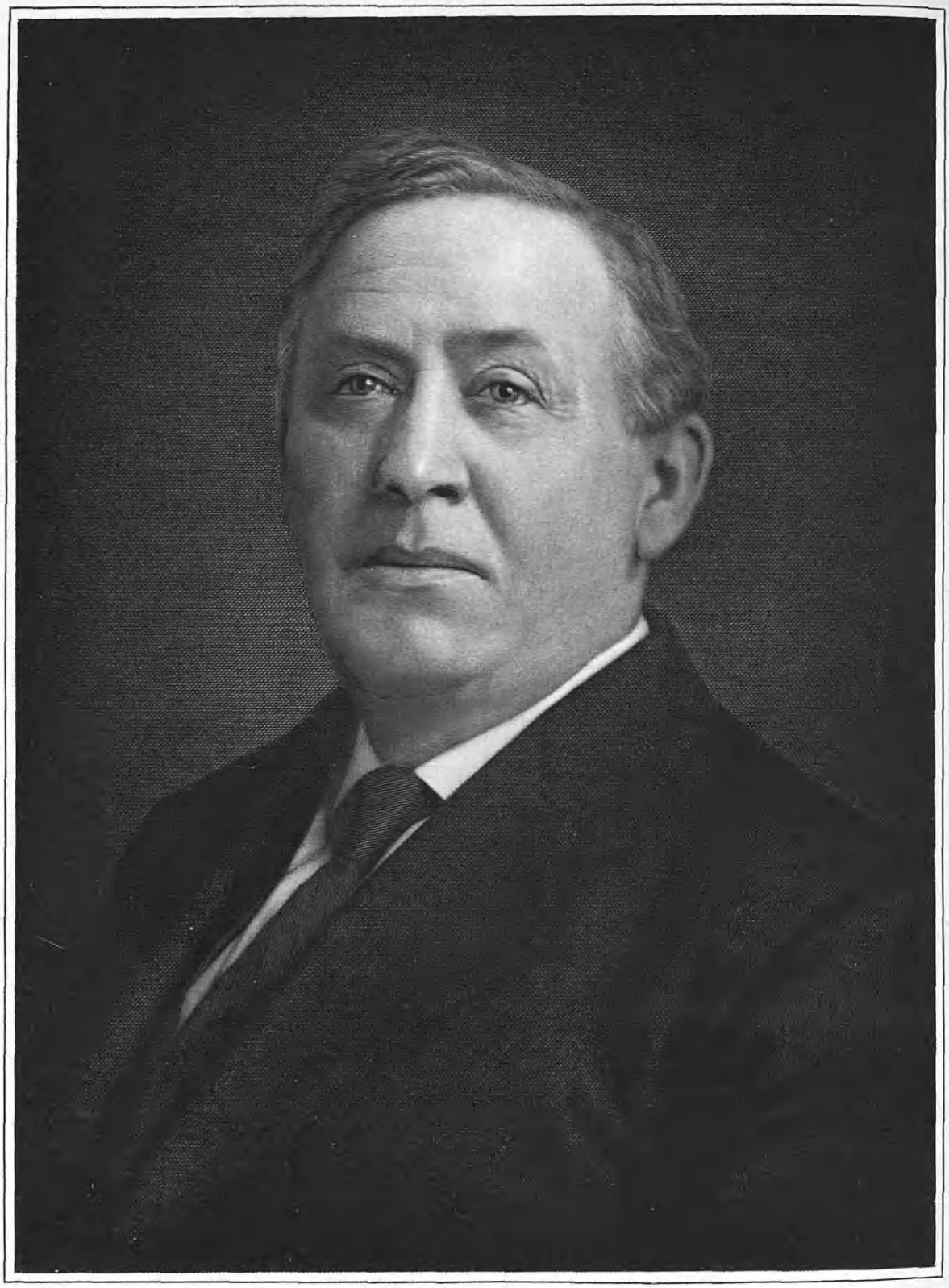
Pioneer Tuna Fish Packer.

Of the industrial pioneers of our own day, a place of notable leadership is accorded Albert Powers Halfhill, whose interests in fish canning, and chiefly in the packing of tuna fish, were without peer in any part of the United States, and whose establishments at San Pedro and Long Beach, California, have become known the world over for their valuable product. The courage of his convictions was exhibited throughout his life by that sturdy pioneer, but in no more remarkable way than through the plans and processes that shared in the successful history of his greatest venture, and that shaped his course to a business enterprise that had not its equal. The discovery and development of his useful profession, and his attainment to the foremost place therein, was made by Mr. Halfhill by way of a long series of persevering endeavors, his crowning work being secured through his determined and well-reasoned methods of re-building and readjustment. The procedure of his life-work reads like a romance in industry, as indeed it is, Mr. Halfhill's part in the story being that of an indefatigable seeker and fortunate finder of a new sea-food that has won unbounded popularity and become of permanent value. He possessed marked originality throughout his career, an originality that had its consummation in the great tuna-fish packing activity that he founded. He was the son of Moses and Lydia (Kingman) Halfhill, both being of long-established American families.

Albert Powers Halfhill was born No-

vember 25, 1847, on a farm near the town of Cardington, in the County of Morrow, Ohio. He lived there until he was ten years old, when his father sold his property and removed to Mercer County, in the same State, again purchasing a farm, where Charles Halfhill now lives, and where his mother died in 1859. Mr. Halfhill received his education in the schools of Mercer village, and at seventeen years of age he began to teach school at Deep Cut in that neighborhood, so continuing two years. He then removed to St. Mary's, Ohio, and while also attending school there, he worked his way along by cutting wood and attending to his boarding house fires, and during his two years stay there he was employed at odd times in the Bennett hardware store. Eventually he left school and for a year was employed in a hardware store, and there met his life's future partner. Shortly afterward he became associated with Augustus Decker in the dry goods business, and after several years at St. Mary's in that capacity, he went to Van West, Ohio, in the employ of Bonnewitz & Johns, dry goods merchants. In 1875, in company with Lester Patterson, he purchased a small grocery at Van West; and following a fire that destroyed their property, he and Mr. Patterson started anew in the town centre. Afterwards, Mr. Halfhill bought out his partner and conducted his grocery alone, purchasing butter, poultry and eggs on a large scale until about 1884, when he sold out, and removed to Mankato, Minnesota, there to engage in the wholesale grocery business, in company with Mr. Patterson and Perry Zimmerman; in 1892, he disposed of his interest in that business, and removed to California, the removal to Los Angeles being prompted by the condition of Mrs. Halfhill's health, as she had received benefit from having spent several winters there previously. After one and one-half years at Los Angeles, Mr. Halfhill began to make his first ventures in fish packing, when, locating at San Pedro, he started the canning of sardines. Previous to his experiments in the packing of tuna fish, in 1902, that fish was not supposed to be edible, but in the course of such investigation Mr. Halfhill produced indubitable proofs of the excellence of the tuna. In 1904, he had packed at his San Pedro factory seven hundred cases of the fish, and for which the first market had to be provided. To carry out his initial plans, Mr. Halfhill thereupon made a business trip to the East, and particularly to New York, and while in New York City he called upon Seaman Brothers, old sardine customers of his. Receiving a cordial welcome from one of the members of the firm, Mr. Halfhill, in the course of his interview, produced one of his cans of newly packed tuna, and having opened it, presented it to Mr. Seaman, with the request that the latter enlighten him as to what it might be. Mr. Seaman, having tasted the article, forthwith replied: "That is chicken." Mr. Halfhill in answer stated that it was nothing more nor less than tuna fish, but that since Mr. Seaman had so readily pronounced it as chicken, he, Mr. Halfhill, was ready to call it "Chicken of the Sea," and by that name the product is known today.

Mr. Seaman was convinced that tuna, or "Chicken of the Sea," was a good article and salable, and he announced himself as willing to purchase, but Mr. Halfhill was prepared to dispose of but ten cases, and he so continued, selling his supply in ten-case lots. Such constituted the beginning and the introduction of the sale of the tuna as packed by the firm at San Pedro, the business rapidly increas-



James F. Dinan

ing from that time onwards, and the firm of Seaman Brothers alone being annual purchasers of from forty to fifty thousand cases. Mr. Halfhill originated the idea of cooking and packing the fish with compressed steam, a method that now is universal in the packing industry. He continued to travel as salesman for his product for ten or twelve years, making trips of four months' duration across the country, and thus disposing of the yearly output of the plant. The industry as now conducted amounts to 1,000,000 cases annually.

In 1914, Mr. Halfhill organized, with his sons, the Halfhill Tuna Packing Company, with A. P. Halfhill as president; H. J. Halfhill, vice-president; and Charles P. Halfhill, secretary and treasurer. In 1920, the Halfhill Packing Corporation absorbed all the business and interests of the former company, with the same officers, and with general offices at Los Angeles, California. Mr. Halfhill, the senior, retired from active work in 1921, but he continued to go to the office each day, to examine the mail, and advise his sons. Possessor of much foresight, he counselled wise ventures in business, and encouraged his sons to further expansion in the enterprise. In 1923, the business offices were removed to Long Beach, California, and there, too, Mr. Halfhill, though in retired relationships, continued a general interest in the affairs of the plant.

Popular in the business world as Mr. Halfhill was, he never became a member of any fraternal organization or club; he was a "home man," his fireside and surroundings being his castle and the great enjoyment of his life, and his only hobby being the care and conduct of his business. Both Mr. and Mrs. Halfhill had much in common both in their ideal home life and in their membership with the Methodist Episcopal Church of Mankato, while they continued also their support and active interest in the Methodist Episcopal Church work in Los Angeles. From his boyhood, Mr. Halfhill deeply interested himself in the work and progress of his church. He was superintendent of its Sunday School, and he was a generous donor to the church, the Young Men's Christian Association, and similar institutions, while Mrs. Halfhill was always his staunch friend and adviser.

Mr. Halfhill married, January 11, 1874, at St. Mary's, Ohio, Sarah Elizabeth Phillips, a daughter of James and Sarah Elizabeth Phillips, both of Pennsylvania. They were the parents of: 1. Harry Jay, who was born April 11, 1876, at Van West, Ohio. He married (first), July 20, 1904, Elizabeth Ashley, of Groton, New York, and they were the parents of: Nedra Ashley, born in 1906; and of Harry J., Jr., born in 1911. He married (second), January 8, 1918, Eugenia Spruance, of Chicago, Illinois, daughter of Harmon and Rose (Clawson) Spruance. 2. Charles Phillips, born June 2, 1881, at Van West, Ohio; married, December 12, 1906, Elizabeth Fitch, of Los Angeles, California, and they are the parents of a son, Theodore A., born in 1908.

Albert Powers Halfhill died May 7, 1924, at the family residence, Los Angeles, California, at the age of seventy-six years. His was a career of great industry and of satisfactory accomplishment, while his life and his manner of living were simple and unostentatious.

DINAN, James Francis,

Grocer, Capitalist.

For forty years the firm of M. W. and J. F. Dinan, retail grocers, stood for high

quality and distinctive service in the purveying of food to the wealthy residents of Detroit, Michigan, and the substantial figure on whom the responsibility rested and to whom the honor of success was given was James Francis Dinan, president of the company. Mr. Dinan was, at the same time, a shrewd real estate investor, whose property enhanced in value and brought, in its trail, prosperity to all investors in the neighborhood. With unusual generosity of spirit he shared his purse and his friendly personality with needy persons and progressive causes, thus deserving the title of philanthropist.

James Francis Dinan was born in Detroit, Michigan, November 20, 1859, son of Michael Dinan, born in County Clair, Ireland, died in Detroit April 18, 1902, at the age of eighty-one years, and long associated with the Michigan Central Railroad. He married Katherine Melody, a native of his own county, and they were the parents of five children: Matthew W., in business with his brother, James F., now deceased; James F., of further mention; Mary, Mrs. Joseph Hinsburg, now deceased; John; and Michael, living in Detroit.

James F. Dinan was educated in the First Ward Public School in Detroit, and in the parochial schools. When he was sixteen he entered the grocery store of Patrick Melody, his uncle, where he remained for some years. He and his brother, Matthew W., then established a store of their own at the corner of Third and Howard streets, from the nucleus of their uncle's store, which they purchased. For over forty years they operated the store, catering to the well-to-do customers who then lived in the section, one of the finest in town. At the same time they invested in real estate, purchasing valuable property on a large scale and realizing handsomely on sales. In both lines of activity it was the guiding principle of the two men to make their interests subserve those of the community, to see to it that their lines of business contributed to developing general happiness and prosperity. During the last ten years of his life James F. Dinan lived retired, and death came to him suddenly on March 26, 1926.

Generous to all causes, Mr. Dinan showed particular liberality to the various Catholic churches with which he was affiliated: St. Aloysius, of which he was a communicant during the fifteen years of his residence on Cass Avenue; Holy Rosary, during his fifteen years of residence nearby; and Jesu Parish, in which he lived after the completion of his beautiful residence on Wellesley Drive. He was a member of the Knights of Equity, the Detroit Lodge of Benevolent and Protective Order of Elks, the Detroit Yacht Club, and the Holy Name Society. In political sympathies he was Democratic. To all war causes, patriotic and philanthropic, he gave generously of wealth and time and influence.

On June 26, 1895, in the Cathedral Parish of Detroit, James F. Dinan married Isabella Rose, daughter of Henry and Bridget (Miniter) Rose of Detroit. Her father, born in Prussia, was a lake captain with his home in Detroit, where four children were born to him and his wife, who was a native of County Clair, Ireland, a lifelong friend of the Dinan family. Captain Rose died at the age of eighty; his wife at sixty-eight. To Mr. and Mrs. Dinan were born: 1. Kathleen, who married Frank A. Gorman, of Detroit, by whom she had a daughter, Kathleen Joan. 2. James William, who married Gladys Burns, by whom he has a son, James B. 3. Isabel Marie, at home. 4. Frances T., attending the Immaculate Seminary, Washington, D. C.

The story of James F. Dinan is one of

those in which Americans so delight because it illustrates the rewards that come to the man who has vision, pluck, perseverance, and generosity of outlook. He began with no capital but his own fine character and dynamic personality, and he ended a happy and useful life with a comfortable fortune and a reputation for civic usefulness and wide charity excelled by none in Detroit. He won friends easily and kept them throughout life. He brought great happiness to his wife and family through his love of them, and the home was made beautiful by his bright presence. He succeeded in every walk of life, and he left a world better than the one into which he was born, toward which he had borne his share in constructive improvement.

BOYD, James Butler, Jr.,

Owner of Transfer Service.

The Englishman of initiative and business acumen has throughout American history been an important contributory factor to the economic development of new communities, a part which James Butler Boyd has played with great success in Detroit, Michigan. Mr. Boyd was for forty years the executive operator of a transfer service, his trucks and teams and carts moving steadily about the streets of Detroit from its small-town earlier days to its present metropolitan era. He has done much to advance the city's growth.

James Butler Boyd, Jr., was born in Ashton-Under-Line, England, May 15, 1855, son of James Butler and Ann (Brandon) Boyd. The father, born in Manchester, England, worked in the woolen mills there before migrating to America in 1867. He was in Cincinnati, Ohio, for a time, then moved to Detroit, where he succeeded as a commission merchant, and died at the age of eighty-six. He was a communicant of the Church of England, and married in his native country. He and his wife reared ten children. The son, James Butler Boyd, Jr., attended school in England. As he had no further opportunity for formal education after reaching this country, he carried on the process for himself by wide reading and private study, using his acute mind and keen powers of observation. For a time they lived in Salt Lake City, and it was in 1871 that he came to Detroit to live. The young man entered the employ of A. N. Sabin, flour and produce commission merchant, as a truck driver. On July 6, 1874, he became associated with his father, who was by that time in the commission business in Detroit. They bought up fruits of all kinds and acquired possession of orchards, selling the products to retail dealers, the firm name J. B. Boyd & Son becoming well known through their wide operations. The location was at Harrison and Michigan streets. When the panic came shortly after 1878, Mr. Boyd, subject of this record, had to sell his property, including a team, and go to work for E. H. Morton in the trucking business. After a year there he joined the forces of the Riverside Storage Company in 1882, but was soon forced to resign on account of illness. Upon recovering he entered upon the business venture to which he adhered throughout the rest of his active business life. He purchased teams which he rented to the Department of Public Works and to others desiring to do their own haulage, and at the same time he busied himself with the moving and transfer opportunities offered by a growing city. His forty years won for him a widespread reputation as a shrewd business man, with unwavering integrity, who gave dependable service.

Mr. Boyd was a Republican in politics, a member of the Royal Arcanum, and the United Workmen. He was a communicant of the Church of England. Death came to him at the age of seventy-one, in Detroit, February 11, 1926.

On June 26, 1878, in Detroit, James Butler Boyd married Nellie Mitte, daughter of Phillip A. Mitte, who was the successful operator of a cafe and a trucking enterprise. Eleven children were born of the union: Survivors, 1. James A., who married Mayme Note. 2. Nellie, who married P. J. Hergiton. 3. Edward W., who married Madeline Lockwood, by whom he had five children: Madeline, Edward, Winifred, Grace, Priscilla. 4. Ida, married Harry Dalecke, and mother of two children: Helen and Bernice. 5. Edna, married Louis Kleinhans, and has a daughter, Bernice. 6. William Roosevelt, who married Ruth Davis and has a son, William, Jr. 7. Ruth Sarah Boyd.

A genial, likeable man, James Butler Boyd was a popular resident of Detroit, to whose interests he was devoted. Every forward-looking measure and political leader who could prove his civic intelligence and public spirit had the support of Mr. Boyd. He was steady and hard working, but always found time for helping friends and giving encouragement and assistance to those who needed it. His home was the center of his happiness, and to his wife and growing children he gave devoted attention. He was the sort of man whose memory is ever green in the minds of those who were privileged to know him.

ETHERINGTON, Herbert Seymour,

Pharmacist.

Widely known for his excellence in his chosen profession and for his fine qualities as a business man and a citizen, Herbert Seymour Etherington occupied a lasting place in the esteem of his fellow-citizens of Evanston, Illinois. Mr. Etherington descended from a prominent English family. The Etheringtons were seated in Levisham County, York, England, prior to 1600. Sir Richard Etherington held the manor there in 1619-21 by the service of being forester in fee of the East Ward. (See "The Victoria History of the County of York," by William Page, F. S. A., Vol. II, page 451.) The following arms are borne by the Etherington family:

Arms—Per pale argent and sable, three lions rampant, counterchanged, two and one.

Crest—A tower decayed on the sinister side argent, on the battlement a leopard's face proper.

Herbert S. Etherington was born at Exeter, Ontario, August 23, 1878, son of Steven James and Harriet (Coppin) Etherington. His father was a pioneer farmer, born at Vaughan, near Toronto, and like his mother, of admirable English stock. His grandmother was a Sherman, a member of the family that General William Tecumseh Sherman descended from. The hardy virtues of his forebears were inherited in generous measure by Herbert Seymour Etherington, who was vigorous in mind and body, alert, high-principled, and ambitious. He was educated in London, Canada, and in Toronto, where he graduated from the Toronto Pharmaceutical College with a degree. Mr. Etherington also completed the course for opticians, although he did not make practical use of this profession. A man of studious habits, thorough in all that he did, he mastered the fundamentals of pharmacy-stocking and management, together with the complicated chemical information necessary. It was thus as a full-fledged pharmacist that he began on his first employment in the drug business

in Chicago in 1903, as clerk for J. H. Kahn, druggist.

Shortly, Mr. Etherington was ready to go into business for himself. To his already very complete theoretical knowledge was added his practical experience, and he owned and operated for twelve years a pharmacy on the north side of Chicago, which attained wide distinction. Every detail of the stock on his shelves, every angle of his business was attended to personally by this admirable executive, who also studied the individual needs of his customers and personally saw to it that they were satisfactorily taken care of. His personality was agreeable, his manner courteous, and his popularity universal. He sold this business and opened the Etherington Pharmacy at Evanston in 1920, operating it successfully until his death, December 1, 1925, at the age of forty-seven. People had implicit confidence in finding there the commodities they desired and in having prescriptions filled with due care and with fresh materials. Mr. Etherington was a member of the National Association of Retail Druggists. In politics he was a Republican. He was an active member of Brotherhood Lodge, No. 986, Free and Accepted Masons; Lincoln Park Chapter, No. 177, Royal Arch Masons; Lincoln Park Commandery, No. 64, Knights Templar; Oriental Consistory, Sublime Princes of the Royal Secret, Ancient Accepted Scottish Rite, in which he took an active part; and Medinah Temple, Ancient Arabic Order Nobles of the Mystic Shrine; Queen Esther Chapter, Order of the Eastern Star, No. 41, and Maran-Atha Shrine, No. 19.

Mr. Etherington married, January 6, 1904, in Detroit, Michigan, Florence Louise Saxton, born in Hamilton, Ontario, Canada, daughter of Francis and Ann Elizabeth (Bates) Saxton, both natives of England. To Mr. and Mrs. Etherington were born a son, Norval Seymour Etherington, January 29, 1905, a student who is at the Bryant & Stratton Business College.

Mr. Etherington ranked high among those ambitious, hard-working and high-minded business men who contributed to the business development of Evanston. To his adopted city he was a good citizen, and he had the public interests at heart in his able administration of a business of such importance to public health. To his family and wide circle of friends he was loyal and lovable.

WAGNER, Edward,

Business Executive.

Sixty-three years of identification with the growing business interests of Detroit, Michigan, one of the most successful concerns of which he founded and directed for fifty-six years, brought widespread recognition to Edward Wagner. Until his retirement in 1924 he was president of the Wagner Baking Company, one of the largest organizations of its kind in Michigan. He was a broad-gauged business man, popular in various social groups, and helpful to every phase of civic progress.

Edward Wagner was born in Bittberg, Prussia, in the northern part of Germany, October 27, 1845, son of Henry and Helen (Kerst) Wagner. The father, a baker and man of prominence in his native town, came to America after his son was established in business. The mother was a native of Eiffel, France. The son received his early education in Germany, learning the confectionery business in Coblenz, and studying in private schools in Bittberg, acquiring a knowledge of the English language from Professor Matthias Rohr, who later moved to Buffalo,

New York. Edward Wagner sailed to America in 1863, making the voyage in a sailing vessel which required ninety days to make the trip. He resided briefly in Philadelphia, where he was employed in a baking establishment managed by a Quaker, and afterward in Chicago. It was about 1865 that he came to Detroit and worked in various bakeries. In 1868 Mr. Wagner established his own business on Woodward Avenue, between Montcalm and Columbia streets, his father lending him the money to make the start. Prosperity visited the new concern immediately. Success had been predicted for Mr. Wagner by no less a person than General Grant, for whom he had made a cake decorated with the likeness of the general on his horse, shaped with confections. This was when Mr. Wagner was a caterer for the Hesselbacker Baking Company, and the generals congratulations and toast to his success occurred at the old Russell House, where a dinner was given to the general by General Chandler. This good wish came true, for the small bakery prospered, and as its business grew, moved to new quarters on Grand River and Temple avenues, where it has since remained. A steam bakery was installed, and as the years passed the concern became one of the outstanding plants of Michigan. Four of his brothers joined Mr. Wagner in the enterprise, which was incorporated with Mr. Wagner as president for fifty-six years. He also effected the removal of his parents to America. Ultimately the business was sold to the Continental Baking Company, of Chicago.

Mr. Wagner was devoted to the land of his adoption and became a citizen as soon as the machinery of naturalization allowed, which gave him the privilege of voting. He was an admirer of Abraham Lincoln, with whom he shook hands at a personal meeting. His widely recognized intelligence and good business judgment brought Mr. Wagner many invitations to accept a place on the directorates of banks and the Chamber of Commerce. He contributed to all the Liberty bonds and gave generously to philanthropic causes. He was a member of the Harmonie Society, the Concordia Singing Society, and the Social Turn Verein.

In Detroit, Michigan, on April 22, 1875, Edward Wagner married Anna Tinnette, daughter of John Peter and Catherine (Theisen) Tinnette. Her father was a musician prominent in Europe and America as a performer on the trombone and the drum. Mrs. Wagner survives her husband, as do the following children: 1. Ottilie (Wagner) Wieneke, mother of Edward Robert Wieneke, who married Phylis Baker, of Detroit. 2. George, who married Maude MacDonald, by whom he has two daughters: Virginia and Phylis Wagner. 3. Flora. 4. Cora, twin to Flora. 5. Ethelyn, who resides at home. The second child, a son, Edward, is deceased.

A long and fruitful lifetime was that of Edward Wagner, who died at the age of eighty, June 24, 1926. His was a benignant and gentle nature, calm, dignified, and loving, in spite of his unusual endowment of courage, business acumen, and strength of character. He won the respect of all business Detroit, who recognized his integrity and high sense of honor, as well as of all the housewives, who knew they could depend on the excellent quality and reasonable prices of his product. To his family and to the wide circle of friends whom he loved to entertain in his home and to meet in the social organizations with which he was affiliated, he brought a genial spirit of good fellowship.

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D. T. Noonan

NOONAN, Denis Thomas,

Industrialist.

Success in some careers is so obviously the fitting reward of the homely virtue of "sticking to it," of steadily and patiently working your way to the top, that it could be easily represented as an ascending path with milestones in the shape of promotions to higher rank, greater responsibilities, wider spheres of actions, until the summit is reached and the traveller who has stuck to his journey patiently and untiringly comes into his own and is able to feel that he has attained his purpose and reached the goal he has set before himself when starting the journey. Denis Thomas Noonan, who now occupies the position of president of the W. E. Tillotson Manufacturing Company, of Pittsfield, Massachusetts, began at the very bottom rung of the ladder. He is a native of Ireland, born August 15, 1875, a son of P. T. and C. C. Noonan, his father being a wholesale grocer who came to America and served as a private in the Civil War, from 1861 to 1865, in a New Jersey company.

Mr. Noonan received his education in the common schools of Lawrence, and later became a pupil of the Textile School of Lowell. Having concluded his education, he entered business life as yarn carrier in the design department of the George E. Kunhardy Mills, of Lawrence, remaining in that position for ten years, when he entered the services of the Sutton Mills at Andover, as an overseer. After continuing in that position for one year he accepted a similar one with the Brighton Mills, Passaic, New Jersey, staying with them one year, and was then offered the post of superintendent of the Knoxville Woolen Mills, of Knoxville, Tennessee. In this position, Mr. Noonan remained four years, at the conclusion of which he accepted a similar post with the Amos Abbott Woolen Company, Dexter, Maine, where he remained three years. His next position was that of superintendent of the Berkshire Woolen Company, of Pittsfield, from which he soon rose to the post of president of the company. Later he also attained the presidency of the W. E. Tillotson Manufacturing Company. Mr. Noonan is a man of long experience in the production of the special grade of goods manufactured by the company. The mill property covers over one hundred acres, and the buildings are equipped with the latest and best machinery. Over four hundred hands are employed, and the weekly payroll makes a large contribution to the earnings of the workingmen and women of Pittsfield, to whom the merchants and storekeepers look for continued prosperity. Mr. Noonan is treasurer of the Berkshire County Employers' Association, also treasurer and one of the founders of the Berkshire Country Club, vice-president and director of the Pittsfield Baseball Club, Eastern League; and vice-president of the L. A. W. Finance Corporation, of Berkshire County.

Mr. Noonan's fraternal and other connections include membership in the Masonic bodies, he holding the thirty-second degree Ancient Accepted Scottish Rite; is a member of Crescent Lodge, Free and Accepted Masons; the Knights Templar; and Melha Temple, Ancient Arabic Order Nobles of the Mystic Shrine; also the Knights of Pythias, of which he is Past Chancellor Commander of Queen City Lodge; the Park Club; the Kiwanis Club; and the Benevolent and Protective Order of Elks. Mr. Noonan is an attendant of the Christian Science Church.

On July 24, 1906, Mr. Noonan married, at Maryville, Tennessee, Ada B. Wise-

carver, a daughter of John and Sarah J. Wisecarver, and is the father of five daughters, and one son: 1. Kathleen F., born January 23, 1909. 2. Cora L., born August 14, 1910. 3. Ellen L., born February 8, 1912. 4. Ada B., born September 28, 1914. 5. Sarah L., born January 12, 1917. 6. Denis T., Jr., born September 23, 1918.

HAYWARD, Lewis,

Salesman.

For a quarter of a century as city salesman for the Michigan Stove Company in the city of Detroit, Lewis Hayward was known as a man of ability, discretion, and initiative. To his many patrons he was also known as a man of pleasing personality, of tact, and of integrity.

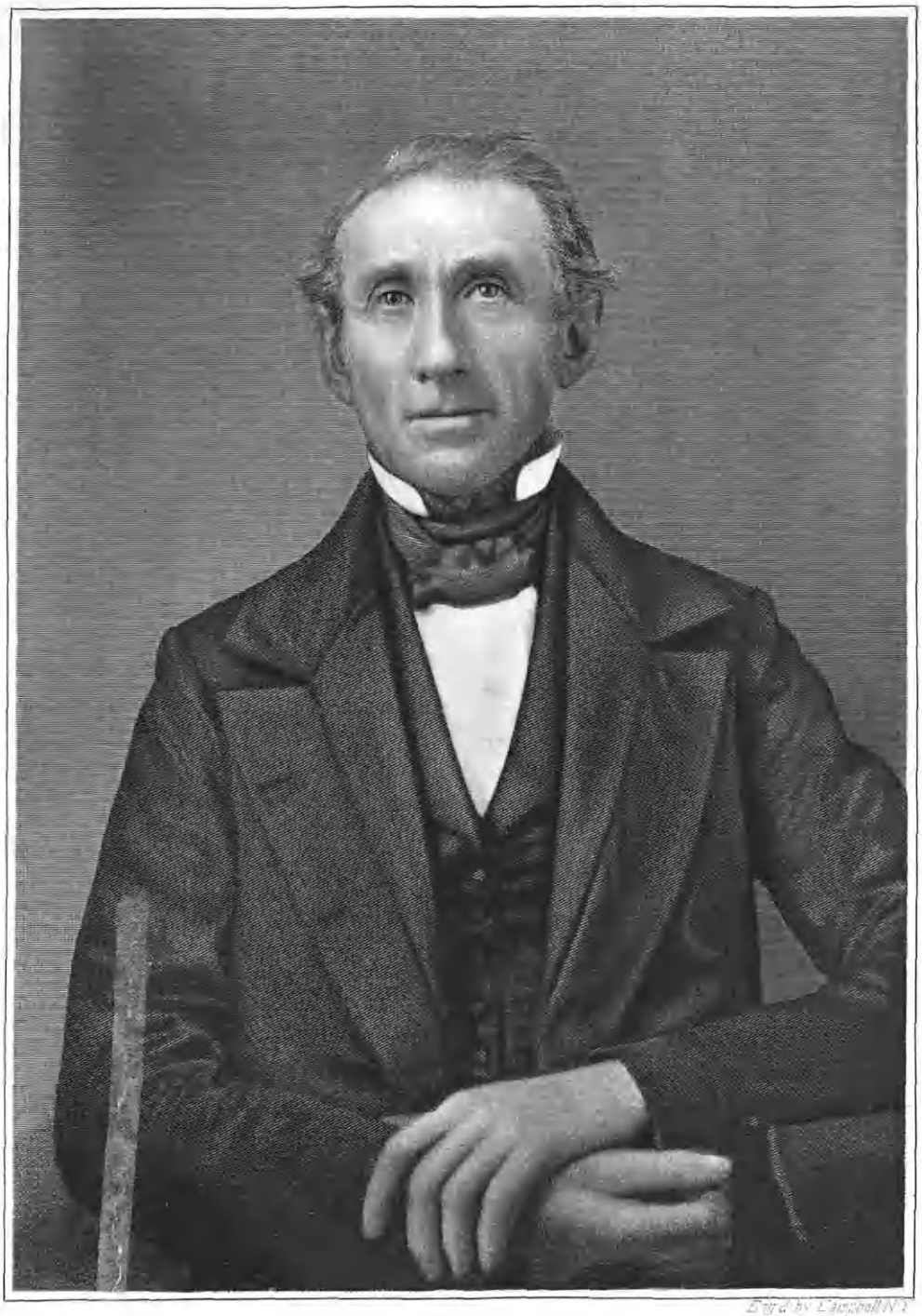
Mr. Hayward was a descendant of a long line of worthy ancestors, tracing descent from Thomas Hayward, who came from Aylsford, County Kent, England, in the ship "Hercules" in 1635, bringing with him his wife, Susanna, and a family of children, and settled in Bridgewater, Massachusetts. From Thomas the line descends through Deacon Joseph and Hannah (Mitchell) Hayward; their son Edward, who married (first) Hannah Kingsley; their son Mathew, who married (second) Rebecca Lothrop; their son Alvin, grandfather of Mr. Hayward.

Alvin Hayward, son of Mathew and Rebecca (Lothrop) Hayward, was born in Winthrop, Maine, and died in Rochester, New York, in 1827. He married Millicent Parvis Andrews, who was also a native of Winthrop, and among their children was Isaac Lothrop, of whom further.

Isaac Lothrop Hayward, son of Alvin and Millicent Parvis (Andrews) Hayward, was born in Warsaw, Wyoming County, New York, in 1819, and died in Adrian, Michigan, in 1885. He was a successful business man of Adrian, reserved in manner, sincere, and of marked integrity of character. He married Sarah A. Holloway, and they were the parents of two children: Harriett, who married Samuel W. Duffield, of a third generation of clergymen. Lewis, of whom further.

Lewis Hayward, son of Isaac Lothrop and Sarah A. (Holloway) Hayward, was born in Avon, Livingston County, New York, August 5, 1851, and died in Detroit, Michigan, December 22, 1911. After receiving a practical education in the public schools, he filled various positions until 1886, when he became identified with the Michigan Stove Company, of Detroit, as city salesman. That responsible position he filled with exceptional ability from 1886 to the time of his death, a period of twenty-five years, bringing to the concern with which he was associated substantial increase of sales, and to his many patrons the benefits of expert and honest service. He became well known in his business as an expert in his field, and during the quarter of a century in which he covered the Detroit district he won for himself a host of friends. He was a home-loving man, who found his chief pleasure in the associations of his family life, but he also found health recreation as a member of the Detroit Boat Club, and he was also a charter member of the Order of Maccabees.

Lewis Hayward married, April 11, 1881, in Detroit, Mary Florence Hastings, daughter of Dr. Charles and Ann Eliza (Coman) Hastings. Dr. Charles Hastings, born in Junius, Seneca County, New York, September 1, 1821, died May 23, 1886, graduated from Wesleyan College, and after completing his medical course went to Cleveland, Ohio. After 1849 he located in Detroit, Michigan. He mar-



Engd by Carroll N.Y.

Ralph Terhune Sutphen

Engᵈ by Campbell N.Y.

Sarah F. Sutphen

ried (first) Ann Eliza Coman, daughter of Isaac and Elizabeth (Betsy) (Fletcher) Coman; (second), in 1863, Mary L. Kirby. He was the son of Charles and Olive (Godfrey) Hastings. Olive (Godfrey) Hastings was a daughter of Seth Godfrey, born September 22, 1751, died September 17, 1835, who was a sergeant in the Revolution and drew a pension from March 4, 1831, to the time of his death. He married Esther Atwood, born May 1, 1759, died May 14, 1830. Esther (Atwood) Godfrey traced descent from John Alden, of the "Mayflower" through Elizabeth Alden, who married William Peabodie; their daughter, Elizabeth Peabodie, who married John Rogers; their daughter, Elizabeth Rogers, who married Sylvester Richmond; their daughter, Ruth Richmond, who married Ephraim Atwood; their son, Sylvester Atwood, who married Dorothy Walker; their daughter, Esther Atwood, who married Seth Godfrey. Dr. Charles and Ann Eliza (Coman) Hastings were the parents of two children: 1. Mary Florence, who married Lewis Hayward. 2. Louise M. To the second marriage (Mary L. Kirby) two children were born: 3. Elizabeth P. 4. Sarah B.

The children of Lewis and Mary Florence (Hastings) Hayward are: 1. Louise Hastings. 2. Charles Lothrop, who married, in 1921, Mary Lorene Detweiler, and has two children: Bruce and Helen Louise.

SUTPHEN, Ralph Terhune,

Agriculturist.

Notable throughout the country through the fine cattle and horses bred on his farms, Ralph Terhune Sutphen, of Millstone, New Jersey, was one of the best-known farmers and most established citizens of the State. His whole life was spent on the farm handed down through generations of his forebears. Broad-gauged and progressive, he participated in many phases of the life of the community and used his large influence for public advancement.

Pietro Sutphen established the family in the New World, migrating from Holland, from the city of Rotterdam. His son was John Sutphen, whose son was John Sutphen (2), and who married Alchie Terhune, on October 2, 1789. Their son was Ralph T. Sutphen, subject of this record, born January 15, 1808, at the Sutphen homestead at Hillsboro, New Jersey. There he continued the traditions of his family as a farmer on the inherited tract of six hundred and forty acres of rich farm land which had come down to him from his fathers. Like them, too, he was famous as a stock-farmer and horse breeder.

On December 3, 1833, Ralph Terhune Sutphen married Sarah French, daughter of Samuel and Adele French. She was born December 29, 1813. The following children were born to them: John Sutphen, born March 12, 1835; C. A. Sutphen, born February 24, 1837; Emily Cordelia Sutphen, born December 25, 1839; M. G. Sutphen, born September 8, 1842; Peter, died in Millstone, in 1921, aged seventy-six years; Adaline Louisa, born January 15, 1845, died August 25, 1846; Joseph, born February 23, 1847; Idah Adaline, born May 12, 1851; and James, born August 16, 1853. The family now is almost extinct, the only living representative being M. Gertrude Sutphen, of Millstone, New Jersey.

Mr. Sutphen died on the old homestead farm where he had passed sixty-eight happy and useful years, February 26, 1876, thirteen years before the death of his wife. He was a gentleman of the old

school, broad-minded, public-spirited, directing the whole weight of his large influence toward progress and general welfare. It is through such citizens that the America of today has emerged from its early nineteenth century chrysalis.

BOOS, Horace,

Restaurateur.

The history of the West is and has always been the romantic history of the pioneer. And of these Horace Boos is one. The world, loving romance, has always gloried in that side of the history, remembering the hardships only as they have added to the story, and more often than not forgetting the tragedies with which it is fraught. Few indeed, are the pioneers, men whose visions led them into the unknown, who lived to see their dreams come true, or completed the great work of building, their hands had begun. Too rarely had they the interpretive sense to carry on and utilize the momentum they had created. Most of them have dropped by the wayside, leaving others to combine with the pioneer's imagination their colder, more practical business sense. Those few who have not only had the eyes that saw into the future but also could build their dreams into concrete realities, those men stand out as the giants of their time, and among these must be ranked the late Horace Boos, pioneer cafeterian and president of the Boos Brothers Cafeterias. The industry whose possibilities he foresaw, and which he built to its present high level of efficiency marks a milestone in the progress of the century, and must always stand as a lasting monument to the genius of the man; nay, more than that, to the character of the man himself, who could inspire such loyalty in his workers, and forgetting the lure of gold, keep forever before him the very essence of service—quality, cleanliness and courtesy.

Born on June 4, 1872, at Moscow, Ohio, Horace Boos was the son of Joseph and Matilda Boos. Joseph Boos, the father, was born in Baden Baden, Germany. His wife, Matilda Boos, was born in Schaffhausen, Switzerland. It was not long after their marriage that they came to the United States, settling in Moscow, Ohio, where their children, five boys and three girls, of whom Horace Boos was the eldest, were born. Mrs. Joseph Boos died at Moscow during the year 1883, to be followed only a few years later, in 1887, by her husband. At the time of his father's death, Horace Boos was but fifteen years of age, and as the eldest, the duties of the head of the house fell upon his shoulders. How well the boy took up his heavy burden may be seen by the way he aided his brothers and sisters all his life, especially in the fact that through the twenty years of his cafeteria work, the three brothers joined with him in the vast enterprise of creating a new industry, each in turn assuming the duties to which he was best fitted. One brother, Ewan Boos, died many years ago.

While still a youth, Horace Boos learned the printer's trade, and for some years served as a journeyman compositor in Cincinnati, Ohio. Later, he and his brothers went into the grocery business, but after a short time they sold out, and going East, entered the restaurant field in New York City. At the time of the St. Louis Exposition, they conducted a restaurant in the Missouri metropolis, but in 1906 they came to Los Angeles, where they laid the foundations for their great achievement.

The history of the twenty years that followed is a record of steadfast purpose, a surging ahead that was relentless, and

above all hard work that neither knew nor recognized such things as union hours and vacations. In the sense of being the originator of the cafeteria idea, Horace Boos was not the very first. There had been one or two abortive efforts that lived but a short time before he took it up. He it was who first saw its great future, and what was more important, saw what must be done to achieve the ultimate goal. Leasing a store-room on Second Street, between Spring and Broadway, Horace Boos set his foot on the first rung of the ladder he was destined to climb. It was nothing more than a long, narrow room, partitioned off at one end to form the kitchen. Tables were made, counters put up, and all the cooking, baking and dish-washing were done in the little room at the back. Here were none of the modern equipment and fancy titles by which these places are known today, but the food was excellent. Of his brothers, John Boos was first cook, Cyrus Boos was baker and butcher, and Horace and Henry Boos handled all the rest of the work: the buying, display arrangements, in fact any and everything that needed attention. It was on August 2, 1906, that the "new-fangled" dining room was opened. In those days self-service was a curiosity and a joke, and the idea of carrying one's dishes to the kitchen—the self-assured smiled meaningly and predicted an early death.

But Horace Boos knew one thing was certain. If the food was deliciously cooked and temptingly displayed, the public might come first out of curiosity, but it would stay to pay, regardless of "new-fangled" ideas and service. And that one point he saw to. Good news spreads rapidly. That first day they found they had fed more than a thousand people. But it wasn't long before their reputation had spread through the business district, and that number increased rather than diminished. Another thing that Horace Boos knew was that people, particularly women, would find a delight in "shopping" for the dishes that caught their fancy. How right he was may be guessed by the steadily increasing popularity of the cafeteria idea. At this point, where many others would have been, and in fact have been, blinded by their success and rested on their laurels, Horace Boos saw into the future and pushed steadily on. There was no relaxation in the grinding effort. Every available cent was turned back into the business, and new improvements and modern devices added as soon as they could be afforded.

From the little, narrow store-room, grew a larger place more fully equipped. And through each change and increase in the business, Horace Boos held to his code —quality of food, cleanliness and courtesy. Steadily the business expanded, from one place to two, and on, until the Boos Brothers owned seven cafeterias in Los Angeles, and today head the list as the owners of the greatest chain of cafeterias in the world. Wealth came but it did not swerve the man, who, as a mere lad, had taken over a father's responsibility, from the creed that had governed his life. Never was the supervision of the business relegated to others that he might have more leisure, nor was the search for improvements relaxed one jot. The Boos Brothers Cafeterias stand as models of efficiency and the best of modern sanitation. And with all they have been built and decorated with a keen sense of beauty and taste. An example of this is that the drinking fountain at the Hill Street cafeteria, a tile mosaic developed from a miniature of the Sixteenth Century, after the manner of the ancient Persian cistern fountains, has been on display at the

Architectural League Exhibition in New York in the year 1921, and in the Sculpture Room of the Metropolitan Museum. Orchestras have been added to the dining room, but ever alert to the varying desires of his patrons, Horace Boos thought to add other smaller rooms where those who wished might dine in quiet. The kitchens and refrigerating rooms are unbelievably spotless and orderly. Never has the utmost in efficiency been sacrificed for cheapness.

All this is, after all, only a tribute to the genius of Horace Boos as a business man. But in that same business field is an outstanding fact that is a tribute to the man himself: among his great army of employees, there are more than two hundred whose term of service is from five to twenty years duration, some having been with him since the beginning. In a modern business whose labor turnover is so large, this is indeed a high mark of loyalty, and is, perhaps, one of the greatest compliments a business man may be paid. In appreciation of this fact, Horace Boos originated and created a bonus system for his employees.

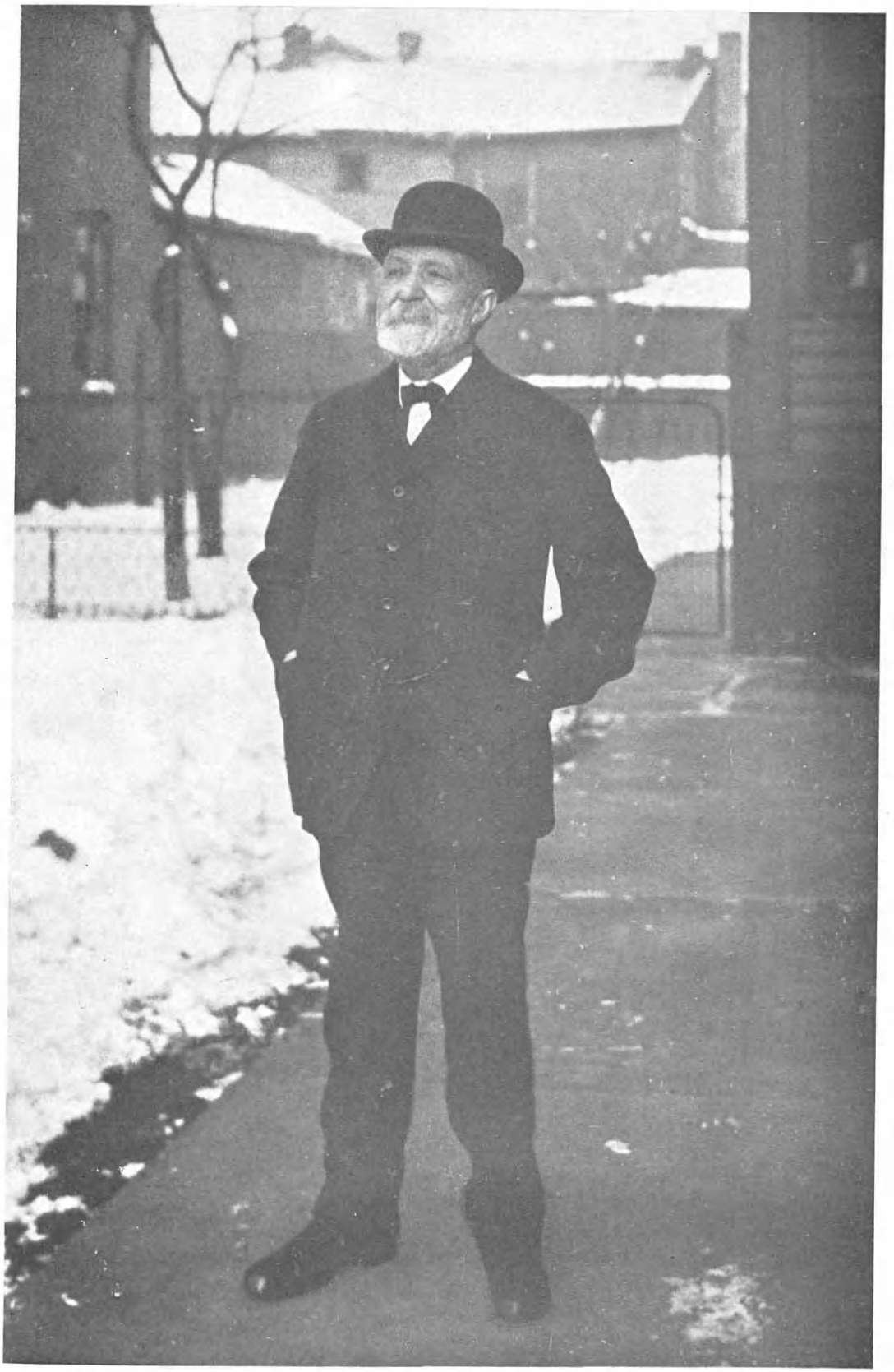
Always unostentatious, going quietly along his own path, Horace Boos never aspired to any official position, but nevertheless he was always ready to do whatever lay in his power that would benefit his city and his State. Many times he was called to act upon important committees in the Chamber of Commerce of Los Angeles, of which he was a member. In the year 1923 he was elected president of the National Restaurant Association, at its annual convention in Cincinnati. He was also a director of the Seaboard National Bank. Horace Boos had been equally active in his social and club life, for he was a member of all Masonic bodies up to and including the Scottish Rite and the Shrine. He was also a member of the Downtown Business Men's Association; the Rotary Club, the Jonathan Club, and the Wilshire Country Club.

Horace Boos married, in 1908, Elizabeth Calkins, and they were the parents of three children, a daughter and two sons: 1. Mary Louise Boos, who was born in 1910. 2. Robert William Boos, who was born in 1916. 3. Horace Boos, Jr., who was born in 1918. In the past year Horace Boos gave a great deal of time to the new home he was building, the erection and planning of which he personally supervised. Just as it was finished, and within eight days of the twentieth anniversary of the business he had founded, he succumbed to his illness and died on July 25, 1926, at the age of fifty-four years. He is survived by his wife, Mrs. Horace Boos, and his three children, who reside at their new home at No. 104 Hudson Street, Los Angeles; also by his three brothers who are now carrying on the business, John Boos, Cyrus Boos, and Henry Boos; and his four sisters, Mrs. Emil Corell, of Los Angeles; Mrs. Rolla Bourell, of Los Angeles; Mrs. Charles Schell, of Cincinnati, Ohio; and Mrs. Freda Burns, of Los Angeles.

WREFORD, William,

Live Stock Dealer.

Of vital importance to America have been those far-seeing business men who efficiently developed national and international markets for the vast herds of cattle raised on the Western plains. One of the best known of these, and a pioneer in the industry, was the late William Wreford, for three-quarters of a century thus occupied during his residence in Detroit, Michigan. Many other financial activities occupied him, and he was an



W Wilford

integral part of the city's economic and civic growth.

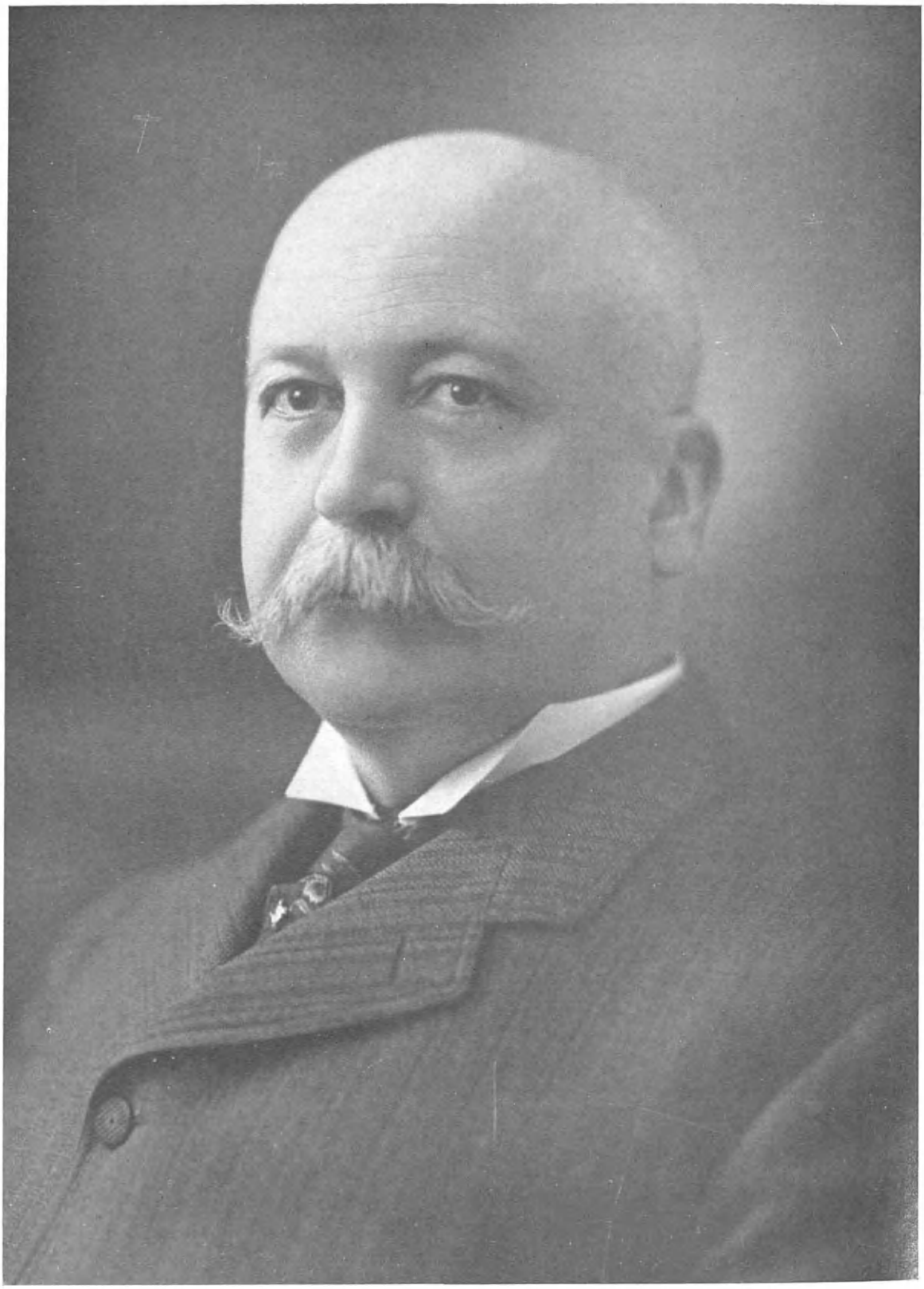
The Wreford family, according to Mr. Wreford's own findings in the genealogical researches which occupied his later years, descended in an unbroken line from the thirteenth century in England. The name is derived from the River Wray, combined with the word "ford," a spot on the river where the original Wreford was born. Changes in spelling occurred with the passing of time. The father of the subject of this record was Matthew Wreford, born in Morchard, England, a squire who owned a large estate and many cattle, and who died in England. He married Mary Ann Venn, of Tiverton, and they were the parents of six children, all of whom ultimately settled in Detroit: George, John, Mrs. Fred Moore, Mrs. Harry Roe, Mrs. William Baxter, and William Wreford, of further mention.

William Wreford was born in Tiverton, Devonshire, England, December 3, 1833, son of Matthew and Mary Ann (Venn) Wreford. He was educated in the best elementary schools his locality afforded, those requiring a tuition fee. In 1855 he settled in Detroit, which he reached by way of Boston, where he had remained for a short time. The stock yards at once roused his interest. From the position of drover he advanced rapidly until "Boss" Wreford became known as the most successful cattle buyer in the Middle West. The story of his first venture in a business of his own relates that he and George Beck pooled their whole resources of some twenty dollars and bought a bullock. When the animal became restive on the way home Mr. Wreford said to his partner, driving the beast: "Be careful, George, if you let that bullock get away from you our capital is gone." He was a silent partner of the late Thomas Barlum for a dozen years. Mr. Wreford then launched on his almost half a century of independent conduct of a stall in the old Central Market, and of many allied activities. He was in the habit of rising at four in the morning and going to the stock yards to buy cattle, his daily purchases running into thousands of dollars. He was considered the best judge of a "critter" in the business, and his word was final. At ten o'clock he was back in his stall, neighbor to such men as Walter H. Coots, in 1876 elected sheriff, Captain William A. Owen, of Civil War fame, and later William B. Thompson, former mayor of Detroit. Mr. Wreford never kept a set of books. A little memorandum book which he carried in his breast pocket recorded all transactions so accurately that no mistake was ever noted. Much ado about nothing and pretentiousness were no part of his character, and when he lent money to business associates or friends, he used character as security and asked only for a simple statement of the transaction, signed on the smallest possible piece of paper. New departures in the meat industry received their start from him, for he was the first to establish an abattoir in Detroit, his plant being located at Jefferson Avenue and Riopelle Street. When that was discontinued he maintained a meat business on the site, which he owned until his death, and which continues in operation under the management of Al Rowe, now sixty-seven years of age and in the employ of Mr. Wreford since he was fourteen. Moreover, Mr. Wreford was the first in the United States to charter vessels to carry beef on the hoof directly to Europe. There are minor evidences in plenty of that spirit of independence and enterprise. When pennies were scarce during the Civil War, and small change was made by means of postage stamps, he

and a relative coined their own pennies, which were known as the Venn and Wreford pennies, which were in general circulation during that troublous period, and which have to some extent been bought back by the family since then, the price having become in some cases a dollar a penny. Mr. Wreford was the first to establish a packing house in America, Cudahy being one of his Chicago buyers.

Many other interests shared his active support. He started many men in business, as William B. Thompson, at one time mayor of Detroit, who was prosperously launched in the meat industry with Mr. Wreford's assistance. His judgment of men is said to have been wonderful, and he himself believed that he "never picked a loser," although a story tells of the quick way in which he extricated himself from one who might have been. When this partner was asked to share the thirty-dollar loss for the week, he replied that he was in for the winnings, not for the losings, and refused. Mr. Wreford replied that then and there the partnership was dissolved, and it was. He was much averse to signs or display of any kind. He paid in cash for his purchases and kept in his pocket at all times a goodly sum of money in all denominations. It was characteristic of him to consider in this connection Canadian nickels rather than the American coin because the former are lighter in weight. His wit was keen, though kindly. A desk in his living room bore the name of the "ten thousand dollar desk" because it represented his only share in the assets of a firm which went bankrupt owing him that sum. Automobiles were ten years old before he would use a machine, for he held that "exercise keeps a man alive." His greatest dissipation was apples. He gave one as a token of friendship, offered one in the same spirit and with the same cordiality with which other men would offer a drink. He retired at the age of eighty-one from active business, but afterward said he regretted it and that it was a mistake "ever to quit." As it was, he retained his vigor and habits of industry, continuing his early morning visits to the stockyards. He busied himself for some years buying sheep and calves for Mr. Barlum, a service for which he refused compensation. He also went to his bank each day. Director in several financial institutions, he was one of the first depositors in the Detroit Savings Bank, of which he was a director until his retirement at the age of eighty-one. During the difficult Civil War days Mr. Wreford had saved that institution from failure during a "run" by driving up on a fast horse to the door bearing a bag of money to meet the demands of depositors.

Mr. Wreford acquired, in the course of his long life, many valuable pieces of downtown property, such as the site of the new Barlum Hotel on Cadillac Square at Bates Street, and that of the new Michigan Theatre. Wreford Avenue, on the east side of the Northwestern recreation field, named for him, runs through a farm he once owned, where his cattle were pastured. Henry Ford is said to have been his tenant at one time in a house on Bagley Avenue, for which he paid a rental of sixteen dollars a month, and in the barn on the lot conducted his mechanical experiments, at a time when he was working for the Detroit Edison Company. Zack Chandler was one of his intimate associates. Mr. Wreford loved reading, and devoured books, magazines, and newspapers until failing sight robbed him of the pleasure. His keen mentality remained undimmed, however, until the end. The old home on Larned Street, where, for half a century, he had lived as neighbor to such families as the Mc-



A R Looker

Millans, Joys, and Newberrys, he turned over to the city to meet the needs of the Barstow School in 1921.

To the Art Museum he was one of the earliest and most generous contributors. He loved baseball, being a stockholder of the Detroit Baseball Club for a long time, and horse racing, himself keeping fine race horses. Influential in politics, although his power was not openly cried abroad, he served the best interests of the city as a Republican. He was a member of Union Lodge, Free and Accepted Masons, and Monroe Chapter, Royal Arch Masons. His preference, however, was for his home, books, garden, and flowers, and birds, for he loved all out-of-doors. He was a communicant of the Church of England.

In Detroit, Michigan, William Wreford married, in 1857, Elizabeth Bail Webber, born in Somersetshire, daughter of John and Sarah (Graddon) Webber, both of English birth. Mrs. Wreford died in 1905. To Mr. and Mrs. Wreford were born three children: 1. Emma Ann, widow of Oscar Mortimer Springer, prominent attorney of Detroit, who died December 18, 1914, by whom she had a daughter: Bessie Wreford Springer, who married Francis Henry Breene, of New York City. 2. Thomas Venn, who married Ida Baxter, of Detroit, and they had a son, William Baxter Wreford, of Detroit, who married Helen Mann, of Port Huron, by whom he has a son, William Baxter Wreford, Jr.; Thomas V. Wreford died in 1891. 3. John, who died at the age of eleven.

Death came to William Wreford at his home on West Grand Boulevard at the age of ninety-two, May 16, 1926. He was the most lovable and the most loyal of men. His friendships lasted a lifetime; his generosities were unheralded but unstinted and took the form of large donations to benevolences as well as to private charities. It is said that he never refused assistance to a worthy cause or individual. His life was long, useful, well lived, and fully rounded, and he will be remembered for years to come in Detroit for his sturdy character and fine public spirit.

LOOKER, Oscar Ream,

Insurance Executive.

Among the small company of nationally important business executives the late Oscar Ream Looker, of Detroit, Michigan, had a place by virtue of his constructive work in the upbuilding of the Michigan Mutual Life Insurance Company over a period of fifty years, during twenty-eight years of which he was president. He was a man of great force, leavened with a delightful sense of humor, of vision, and of finely-tempered mentality.

Oscar Ream Looker was born June 19, 1846, in Columbus, Ohio, son of Robert Smith and Sarah (Hooper) Looker. The father, born in Virginia, went to Columbus, Ohio, as a boy and was of sturdy Welsh extraction. Public-spirited, possessed of mechanical and inventive genius, he attained a widespread reputation as an inventor of machine-shop equipment in Columbus and Springfield, Ohio, and was a staunch Republican. Six children were born to him and his wife, Sarah (Hooper) Looker, a native of Birmingham, England. Among the distinguished family ancestry was a signer of the Declaration of Independence. The son, Oscar Ream Looker, was educated in the Ohio public schools and had been in the Columbus High School two years when the Civil War sent out its call to high-spirited young American patriots to come to the defense of the Union. Not quite fifteen

years old when Fort Sumter was fired upon, Mr. Looker presented himself for enlistment as a private in the 1st Ohio Volunteer Cavalry. His first attempt unsuccessful because of the solicitation of his parents on account of his extreme youth, the boy made another attempt and enlisted as a private in Company B, 1st Battalion, 10th United States Infantry, September 12, 1861. Promoted to sergeant, he was first sergeant of the company in Columbus. Accompanying that body southward, he participated in many battles in Kentucky, Mississippi, Tennessee, Alabama, and Georgia, and at the battle of Chickamauga was wounded and taken prisoner. For nineteen months he endured every hardship that might fall to the lot of a prisoner of war in the poorly equipped Southern prisons, being held captive for ten months in Andersonville Prison. Finally managing to escape, he made his way slowly and almost without food to the Union lines near Wilmington, North Carolina. Thus the boy of nineteen, who had lived more widely and deeply than most men of twice his age, was mustered out on April 21, 1865, and returned to Columbus.

For a time he studied law. Soon, however, he found his inclinations turning toward insurance, and he attached himself to the general agency of the Equitable Life Assurance Society in Columbus. In 1869 he went to Cleveland to join the forces of the Berkshire Life Insurance Company, with whom he remained for two years. It was in 1871 that he was invited by the management of the Michigan Mutual Life Insurance Company to Detroit for association with that company, of which he was for a time cashier. In 1883 he was elected secretary and general manager. Nine years later, in 1892, he was elected president, an office he filled until his death, which occurred in Detroit, May 15, 1920. In his long term of service he shared in the amazing growth of the company from a modest little institution with some $200,000 assets, $4,000,000 insurance in force, and annual income of $100,000 to its present fluorishing status of one of the long-established insurance companies in the United States, with $15,000,000 or more in assets, some $62,000,000 insurance in force, and an income which is each months twice the original yearly amount. Quietly, unostentatiously, conservatively has this growth been effected, in no small part by its faithful and able president. His master mind piloted the craft through storm and calm. His joy in the success of the company was keen and unselfish.

Although his business and family occupied the first place in his interests, Mr. Looker was broadly sympathetic with civic and fraternal organizations. He was for twenty-five years a member of the Free and Accepted Masons, the Ancient Accepted Scottish Rite Masons, and the Knights Templar. He was Past Commander of Detroit Post, No. 384, Grand Army of the Republic, and he was affiliated with the Presidents' Association of Insurance Companies. His political adherence was to the Republican party; his religious, to the Presbyterian faith. He was a man of unusually strong physique and calm nerves, punctual, fond of fishing, of children, and of all sea sports. One of his pet accomplishments was his facility in penmanship.

In Detroit, October 30, 1895, Oscar Ream Looker was married, by the Rev. Lee McCaulister, to Elizabeth Sullivan, daughter of Cornelius and Mary (Manning) Sullivan. Mr. Sullivan was prominent in the packing industry in Detroit. Mrs. Looker has long been an interested member of the Women's City Club in that city. To Mr. and Mrs. Looker were

born two sons: 1. Oscar Farrand, educated at the Detroit University School and at Manlius Military School, Manlius, New York, was lieutenant of the artillery in the United States Army during the World War; he married Dorothy Bernard, of Grosse Pointe, Michigan, by whom he has two children: i. Dorothy Jane. ii. Orville Robert. 2. Ream Cornelius, also educated at the Detroit University School, graduate of Manlius Military School; was a lieutenant at the close of the World War.

From the board of directors of the company with which he so long labored, came the following estimate of the character and achievements of one of the really great men of America:

He was a man of broad, cultured and pure mind, honest in thought and purpose, charitable and just in his judgment, of keen and, it seemed at times, almost prophetic vision, a profound student, firm and decisive in his convictions, logical in his reasoning, of admirable poise; and withal, a never failing sense of humor that seemed to radiate from him, even in his intense physical suffering. As a husband, as a father, as a business associate and as a friend, he had few equals and no superior.

GUNTHORP, William Percy,

Industrial Pioneer.

Among the successful business men of Chicago who grew up with that city after its baptism by fire, and whose character and ability won for him a substantial place among industrial pioneers, was William Percy Gunthorp, vice-president of the Gunthorp-Warren Printing Company, specialists in legal printing. The organization of the business was largely due to his enterprise, and its prosperity to his efforts. At the same time he filled an important, though unobtrusive, place in civic activities.

William Percy Gunthorp was born in Holbeach, Lincolnshire, England, March 24, 1847, son of William Holland and Louisa (Taylor) Gunthorp, both natives of England. The son was educated in a private school at Holbeach, where he learned the printer's trade. He came to the United States as a young man, moving to Chicago just before the great fire in October, 1871. He had barely adapted himself to the new life in his three-month stay there before the whole customary and economic life of the community was destroyed by fire. He worked for Beach & Barnard, printers, later becoming a member of the firm, when the name was changed to Barnard & Gunthorp. About 1896 he established the Gunthorp-Warren Printing Company, which specialized in the production of abstracts, briefs, and papers. He was its first president, and at the time of his death, vice-president. He was a trustee of the township of Cicero, Illinois, one of the last to hold that position of trust before the great and growing city of Chicago annexed the suburb. He was president of the Chicago Society of Amateur Photographers, a member of the Free and Accepted Masons, and of the Knights Templar. His chief recreations were gardening and photography.

On December 29, 1869, in Wood Newton, Northamptonshire, England, William Percy Gunthorp married Priscilla Mould, daughter of John and Emily (Desbrow) Mould. Both Mr. and Mrs. Gunthorp were members of the Episcopal Church, the former senior warden of Grace Episcopal Church in Oak Park. To them were born the following children: 1. Emily L., now Mrs. Emily L. (Gunthorp) Warren. 2. William Percy, Jr., of Philadelphia. 3. Walter John, of Chicago, president of the Gunthorp-Warren Printing Company. 4. Pauline, head cataloguer of the University of California. 5. Mattie Jane, who resides at home.

Death came to William P. Gunthorp

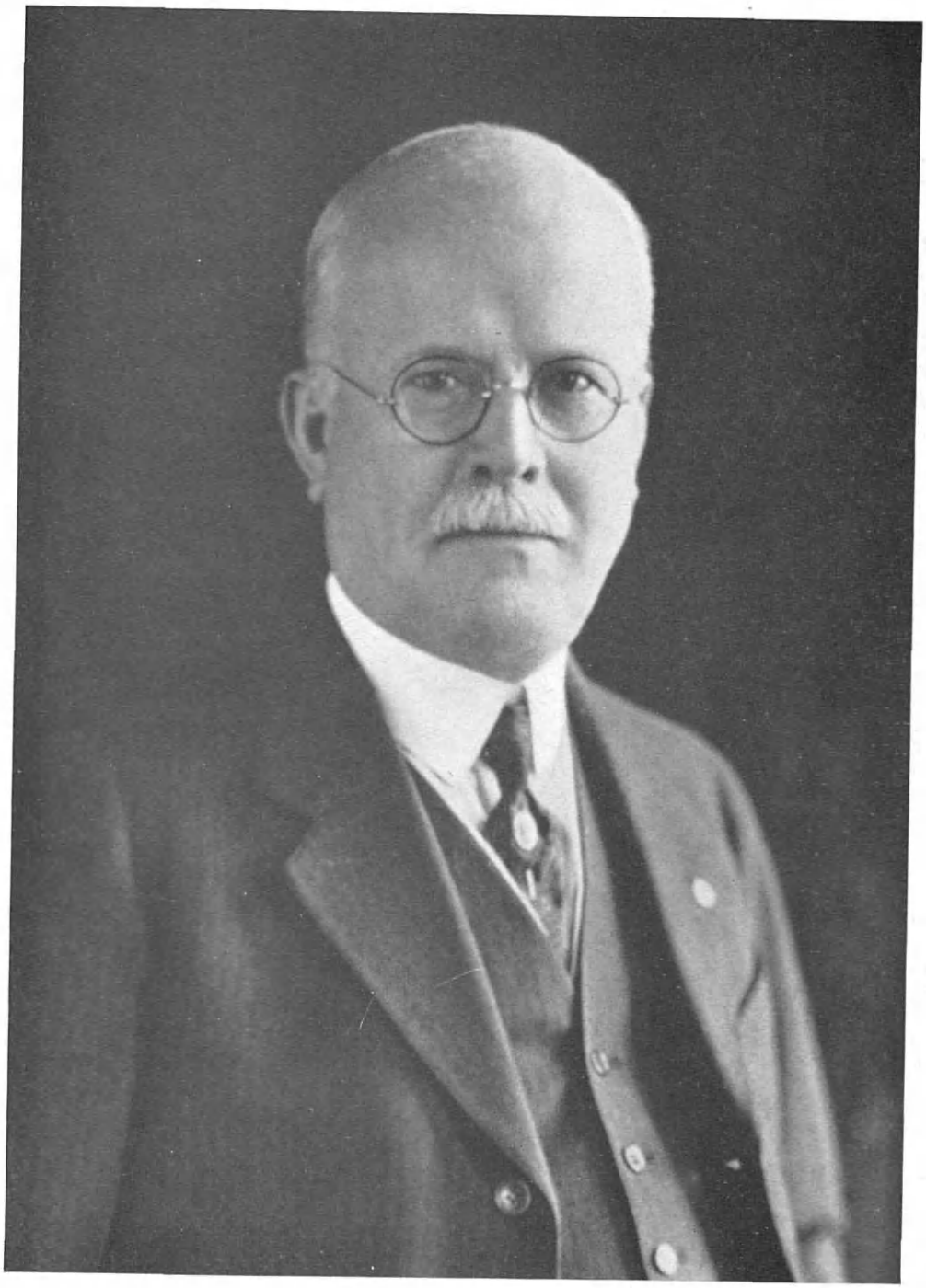
after a long and fruitful life, January 26, 1926, at the age of seventy-nine. He was a man of sturdy and enterprising character, strong and unwavering in his adherence to what he considered right, but tolerant and kindly in all other matters. He loved his work, his home, and his family, and proved a helpful and wise father, and a devoted husband. Simple pleasures brought him happiness, and he had a contented, peaceful temperament. Such a man involuntarily proves a great asset to a community, a tower of strength in troubled times, and a progressive force in prosperity.

EUSTACE, John Henry,

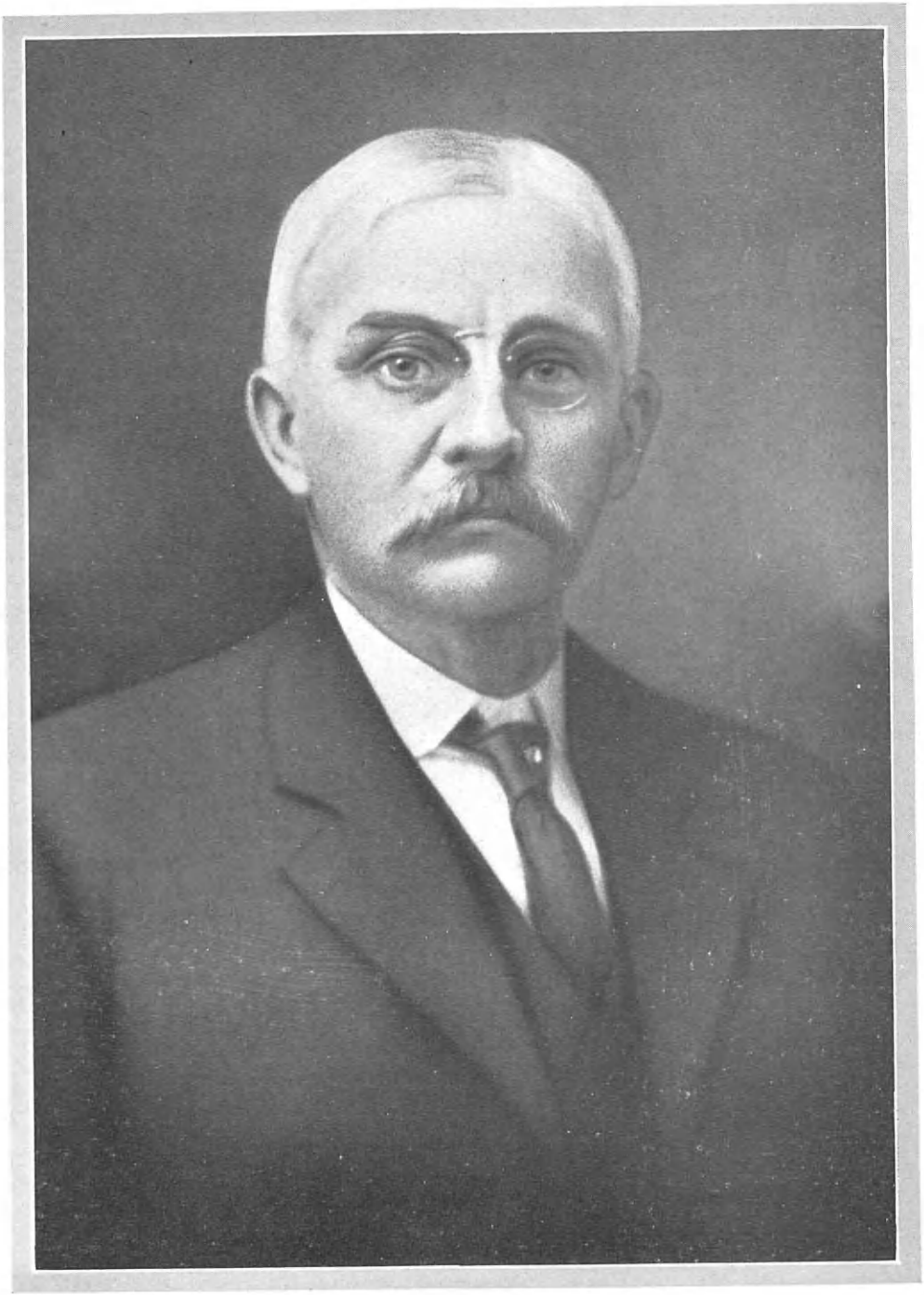
Gas Engineer.

A remarkable history of fifty-six consecutive years of service in the gas industry, during which he took a leading part in expanding and perfecting this public utility, placed John Henry Eustace, vice-president of the People's Gas Light and Coke Company, of Chicago, in the front ranks of the nation's gas engineers. Minor achievements distinguished him. In his forty years of service in Chicago he lost but one day's work through sickness. He had at least one important patent to his credit, the remodeling of a water gas apparatus which revolutionized the building of machines of that particular type. On February 15, 1926, he had been for forty years and four months in the service of the company of which he was a chief executive. In that time he had won the admiration of his colleagues and the love of the whole force.

John Henry Eustace was born in Nelson, New Hampshire, February 15, 1856, a son of John and Margaret Eustace. His father, for a time a farmer, became connected with the Keene Gas Light Company, and was later transferred to the People's Gas Light and Coke Company of Rutland, Vermont, where he was in charge of plant operation. This was in the pioneer days of the gas industry, when the change was being effected from the use of wood and petroleum products to that of coal in the manufacture of gas, in Rutland. After completing the course of studies offered by St. Peter's Academy, Mr. Eustace took on the care of a route of street lamps just before he reached his fifteenth birthday. By the end of two years he was a full-time worker for the gas company. There he learned and practiced every detail of gas works' operation, from stoking generators to operating a complete coal gas retort plant and distribution system, including the laying of mains and setting of meters. In 1879 he learned the processes of water gas operation. Of the many offers from other cities, that of Chicago interested the young gas engineer, and in October, 1885, he moved to that city to begin work as assistant superintendent of works for the Consumers' Gas Fuel and Light Company. Thereafter, he was successively superintendent of North station, Chicago Gas Light and Coke Company; superintendent of works, Consumers' Gas Fuel and Light Company; superintendent of South station for the same company that operates the North station. When the People's Gas Light and Coke Company was formed in 1897 by the consolidation of other Chicago gas companies, Mr. Eustace was chosen assistant chief engineer. Six years of able performance of his tasks brought him promotion in 1903 to the position of chief engineer. After twenty-one years in that capacity he was elected vice-president of the company, in charge of operation, June 2, 1924. Improvement in gas manufacture and distribution was thus his life-work. His own specific improvements were of great value



J. H. Eustace



C. H. Bennett

in the evolution of the present-day industry, including his combination of the essentials of the three-shell water gas generator into a single-shell machine. On his seventieth birthday the company celebrated in a gathering at Medinah Temple, attended by over 5,000 of his fellow workers and business associates, and handsome testimonials of the general appreciation of his services were presented to him with moving expressions of affection from every man, woman, boy and girl in the service of the People's Gas Light and Coke Company.

His interest in the gas industry was universal and led to his active affiliation with the American Gas Light Association, the Western Gas Light Association, the American Gas Association, and the Illinois Gas Association. As president of the last named, in 1907, he instituted the technical section for the study of scientific aspects of the industry. Other phases of community life appealed to him. In his youth he was a member of the Vermont National Guard and of the volunteer fire department. His favorite recreations were reading and work. He was affiliated with the Roman Catholic Church. His clubs were: The South Shore Country, Chicago Athletic, and Kenwood; and he was a member of the Western Society of Engineers.

On November 18, 1884, John Henry Eustace married Josephine Fisher, who survives him. A son, Dr. A. B. Eustace, died recently leaving a son, Arthur Eustace.

A long span of years was allotted to the man who used them so wisely for the benefit of humanity. Death claimed Mr. Eustace on June 4, 1926, in St. Luke's Hospital, in Chicago. As an engineer he ranked high in his profession, known for his sterling qualities of leadership, for his constant readiness to undertake in person a difficult or dangerous task. His was a radiant personality which brought happiness to his business associates, his friends, his family. One of his fellow-workers for thirty-five years best describes him and his relations with his fellows:

> His personality was such that you could not know him at all and not know him intimately. He made you feel that you, and your affairs, were matters of first class concern and importance to him. He combined warmth and sincerity with gentleness and a calm dignity that never deserted him in even the most trying moments, and there are many moments in the life of a gas engineer that are peculiarly trying. . . . John H. Eustace's intimate acquaintances were in the habit of calling him "Sir John." The title fitted him well. He was one of nature's own noblemen; the very epitome of a perfect gentleman.

BENNETT, Charles Henry,

Manufacturer, Public Official.

The late Charles Henry Bennett, of Dover, New Jersey, had become well and widely known throughout that city as a resident of almost fifty years duration, as an industrialist who had contributed in no small degree to the advancement of the community, and as postmaster of Dover—an office which he held during the terms of three presidents. He was a particularly fine example of the self-made man, in the finest sense of that often misused term, for he had won his way to success solely upon his own merits and by reason of his own ability and perseverance. He lived an upright and useful life, a credit to his ancestry, which was of New England Colonial stock, and an asset to every community with which he was identified through his long and beneficent lifetime, respected by all, loved by those who knew him best, possessed of those sterling qualities which mark the true business man, and

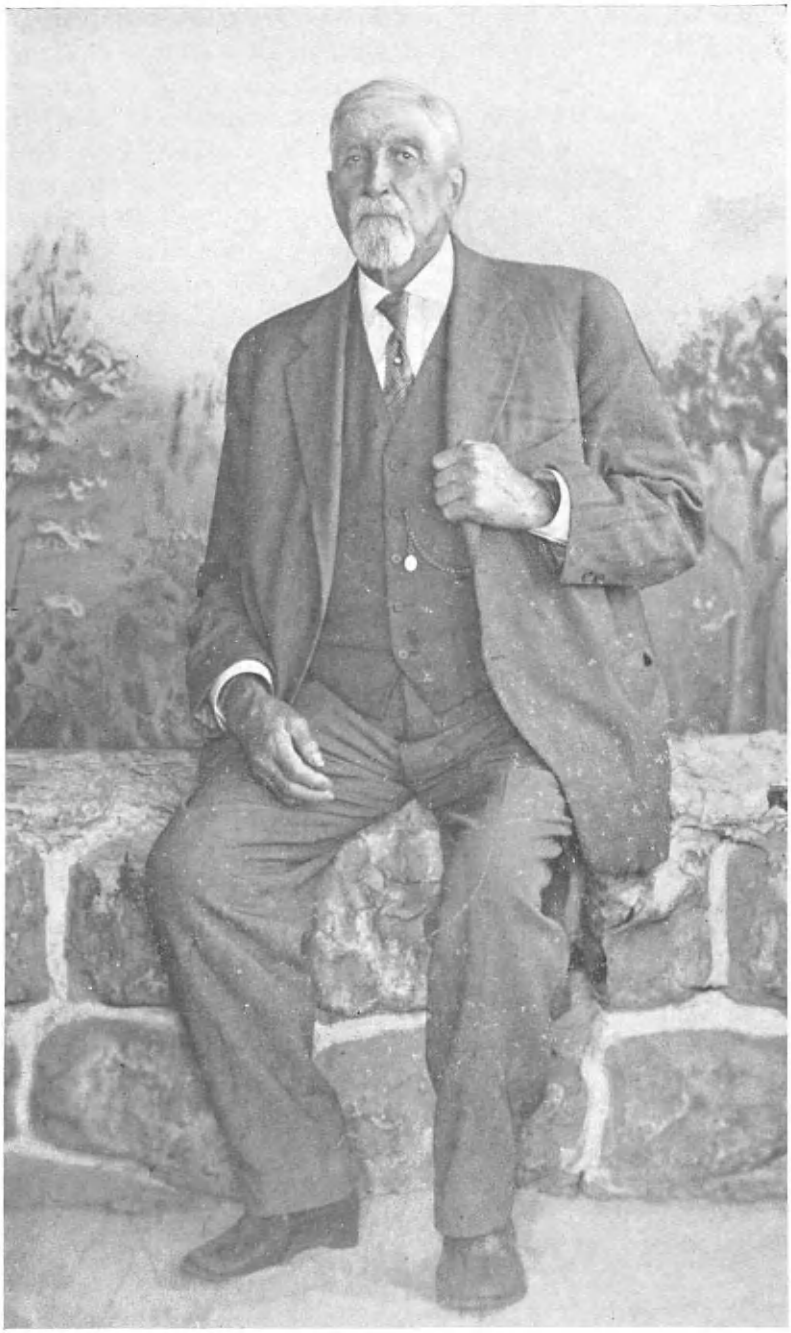
altogether the exemplary type of sincere and faithful citizen whose record of achievements can very well serve as both an inspiration and a guide to the present generation of rising young business men.

Charles Henry Bennett was born in Hartland, Vermont, May 18, 1850, son of Rev. John Guernsey and Ruth (Britten) Bennett, both of whom are long since deceased. The father, the Rev. John Guernsey Bennett, was a prominent divine of the Methodist Episcopal Church throughout his active life.

Charles Henry Bennett received his early education in the local public schools of his birthplace, following which he attended and was graduated from the Fitchburg (Massachusetts) Academy. Meanwhile, and later, he applied himself with diligence to learning the trade of carriage making, and for a period of ten years plied his trade successfully both in his native town and in Fitchburg. At the end of that time he moved to New Jersey, settling first in Morristown, where for three years he was forced to take a rest from active business due to sickness. He then, in the year 1880, moved to Dover, New Jersey, where he established the carriage manufacturing concern of McCracken & Bennett. For ten years the business throve. Its final discontinuance was due to the rapid encroachment of the "horseless carriage," the automobile. During the next decade Mr. Bennett conducted a stationery store, which he disposed of prior to February 27, 1908, when he was appointed postmaster of Dover, New Jersey, by President Roosevelt. His proved ability and high efficiency exhibited in discharging the manifold duties of this important office brought him a reappointment by President Taft, and he was serving his second term under the Taft appointment when President Wilson was elected to office and the Democrats thus came into power. Always of a decidedly patriotic bent, Mr. Bennett retired from the postmastership upon the advent of the World War in order to "do his bit" for his native land.

During his term of military service he served as steward in charge of general supplies at the Pickitinney Arsenal, and later, for a period of two years, in the same capacity in the naval depot at Denmark. The remaining year of life allotted to him he lived retired in his home at Dover. Politically, he gave his allegiance to the Republican party, which he had served faithfully and well as tax collector, alderman, and clerk of the County Board of Freeholders, and town treasurer. Fraternally, also, he was active, holding membership in Acacia Lodge, Free and Accepted Masons, of which he was Past Master; the Dover Lodge of the Benevolent and Protective Order of Elks; and the Dover Encampment of the Improved Order of Red Men. His faithful service of twenty-nine years as Keeper of Wampum for the last-named organization was fittingly recognized by that fraternity when he was presented with a beautiful memorial during his last illness.

Charles Henry Bennett, was married, at Sparta, New Jersey, May 26, 1881, to Martha Jane Johnston, daughter of William E. and Sarah (Winternute) Johnston. Like her husband, public spirited and altruistic, Mrs. Bennett is active in Dover politics and in a wide variety of civic movements. Until her marriage a conscientious and devoted teacher in the Morris County public schools, Mrs. Bennett has been policewoman of Dover, in 1923-24 a member of the staff of the district prosecutor's office of that county, and since the last date county investigator for the Board of Freeholders. Since 1922 she has been committeewoman for Morris County, and served for a second



Adolphus Sueyo

term as member of the Grand Jury. She is investigator for the County Tuberculosis Institute. Two useful civic agencies which she helped establish are the Women's Club, of which she is a charter member, and the Dover Public Library. To Mr. and Mrs. Bennett was born a daughter, Ruth H., educated in Dover and at Cooper Union Art School. During the war she was engaged in patriotic work for three years in Washington, District of Columbia, and is now engaged as an illustrator of children's books in New York City.

The death of Charles Henry Bennett occurred at his late home in Dover December 19, 1922, in his seventy-third year. His life was long, useful, well-lived and fully rounded, and he will long be remembered in Dover, New Jersey, for the fine, public-spirited type of citizenship which he unfailingly evinced. His life, in all its many phases and ramifications, is eminently worthy of emulation by the youth of today.

PAYE, Adolphus,

Village Official.

A good citizen from every aspect, both national and local, Adolphus Paye, of Grosse Pointe Park, near Detroit, Michigan, was, during his long life, an integral part of American history and development. He owned land, developed natural resources, and otherwise contributed to the growing wealth of his region. He was a courageous defender of the Union on the battlefields of the Civil War. He held public office and protected public interests in municipal control. Thus his memory will long remain green in the locality which so benefited by his useful life.

Adolphus Paye was born on the Chatopan Farm, Detroit, Michigan, where the Morgan & Wright plant now stands, January 10, 1840, son of Adolphus and Adaline (Chapaton) Paye. The father, born in Montreal, Canada, where he was a business man, came among the early settlers to Detroit, where he acquired a farm, married, and reared his large family of seven children. The grandfather's home was at Concord and Helen streets, and the family belonged to the oldest parish in the city, that of St. Anne's Church, to which they naturally gravitated because they were of the French Catholic faith. At the age of ten years Adolphus Paye went with his parents to live in their new home on Bishop Road, and there he remained for sixty-four years, when he moved to Lakepointe Avenue. He was educated in the Grosse Pointe rural school and by the private instruction of his mother. Various occupations busied him during his early manhood. He was a surveyor on the Great Lakes, brought into Detroit, in 1875, the first steam threshing machine and sawmill in that section, and furnished lumber for the erection of many of the old homesteads on the east side of Detroit. He farmed independently for a time, and later supervised his father's estate. His own realty holdings amounted to some two hundred acres in Grosse Pointe, which were sold in units of about an acre each over a period of twelve years. About fifteen years before his death, Mr. Paye lived in retirement.

His interest in public affairs was always paramount, and he enlisted in the Union Army at the age of twenty-one, serving throughout the Civil War. A Democrat in politics, he held many village and municipal offices, and saw Detroit spread from Rivard Street to Fox Creek, while stately mansions rose on Windmill Pointe and adjoining lands, where Mr. Paye had in his youth hunted

rabbits and trapped muskrats. For ten years he was sewer and paving inspector for the village of Grosse Pointe Park, and he was an organizer of the village of Fairview, which extended from Harper Avenue to the Detroit River. When the Jefferson Avenue car line was run to Fox Creek, and the street was paved, Mr. Paye took a firm stand against betrayal of public interests in granting the franchise. He was a man of jovial, vital personality, and keen humor, which imparted itself to his tales of early Grosse Pointe and Detroit and brought him much popularity socially.

In Grosse Pointe, February 11, 1869, Adolphus Paye married Anne Reno, of the same locality, daughter of Antoine and Nancy (Moross) Reno. The father was a farmer of the section who had been one of the early pioneer settlers. To Mr. and Mrs. Paye were born nine children, among them the following: 1. Charles, married, resident in Grosse Pointe, where he is business manager of the township Board of Education and the township clerk; father of seven children. 2. Frederick, who died in 1901. 3. Louis A., in business in Grosse Pointe Park. 4. Francis, who married Edith La Flamme, by whom he had nine children, of whom seven are living. 5. Noah G., township justice of the peace. 6. Eleanor, married George Cook, of Detroit, by whom she has a daughter. 7. Agnes, widow of Harry Rook, who died on February 17, 1917.

A full allotment of years in the midst of stirring and progressive times was allowed to Adolphus Paye, who made full use of them to advance the interests of his community. He died at his Grosse Pointe home, March 9, 1926, in his eighty-sixth year. He met every responsibility life presented him squarely, and dealt with it faithfully and efficiently, bringing happiness to those with whom he came in contact in his home and in his town, and rearing his large family with his own high ideals of good citizenship. Thus was the much improved and enriched community in no small part the result of his stimulating influence and example. He was very active in St. Paul's Roman Catholic Church, was trustee of the church for years, and was mainly instrumental in the erection of the new church, going from house to house gathering in money.

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